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RAILROAD

JUNE, 1961

50c | MAGAZINE

National Railways of Mexico No. 2136 leaves Valle de Mexico yard en route to Veracruz
Photograph by Victor Hand

MEXICO

Steam Power's Last Great Stand In North America, By THOMAS WALSH

Fish Grab My Hook Without Caution ...Attack so ravenously...

I CATCH FISH LIKE CRAZY!

My Secret is My French Patented Lure That's GUARANTEED TO CATCH FISH ... *or it costs you nothing.*

BY EMILE PLANES
(AS TOLD TO PAUL STAG)

Here is how I catch more fish than I ever caught in my life before. . . . More fish than I ever dreamed of — and BIGGER fish than I ever suspected possible. Here is how you can catch bass, pike, perch, bream, trout, salmon, crapple, pickerel, walleyes and many, many other kinds of fresh water game and pan fish plus many salt water fish . . . the same way I do.

Since I invented my fishing lure, I catch so many fish, such BIG fish, and catch them so FAST, people gather to watch me. I've been followed FOUR TIMES in ONE day by a fish warden to find out if my methods are legal. But my entire secret is my fishing lure that's GUARANTEED to CATCH FISH — or it costs you nothing. Yes, GUARANTEED to catch fish even when other lures or even live bait fails or no cost.

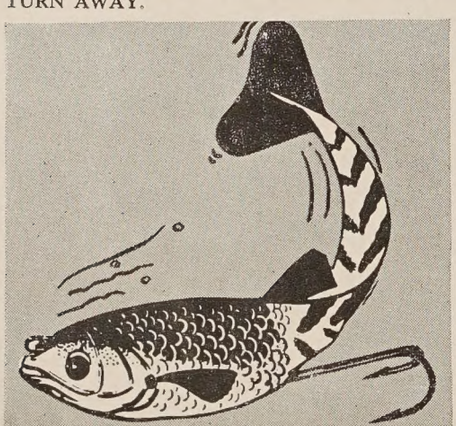
My lure works in lakes, ponds, streams, salt water, saves you time, work, money and disappointment, is ideal for amateurs, experts, trollers, casters, shore fishermen. My lure catches fish differently from anything you've ever seen before in fresh and salt water. Even veteran U. S. fishing guides have been surprised at its astonishing catches. And the French Government itself has certified my lure by actual patent as UNIQUE!

An Underwater Discovery

I am a Frenchman, a science teacher, a skin diver and I have fished all my life. For years I have studied fish underwater — WHILE FISHERMEN ABOVE WATER were trying to catch them. What I discovered changed every idea I ever had about fishing and fishing lures.

Lures Can Frighten Fish Away

I watched UNDERWATER exactly how fish reacted to every lure, live bait, every fishing maneuver and trick used to catch them. I watched fish approach even the best performing lures, seem ABOUT TO STRIKE — then suddenly TURN AWAY. Something about even the best performing lures was obviously often KEEPING THEM FROM CATCHING fish. As for the average lure, mostly they seemed actually to BORE the fish — as though they looked to the fish as they looked to me UNDERWATER — shiny, painted bits of metal, plastic and wood. I saw live bait after it was cast turn white and die before my eyes — and saw fish often approach, prepare to strike — THEN TURN AWAY.



HOW VIVIF WORKS!

Fish have never seen anything like this lure before. It attracts fish by its vibrating tail. It is the world's most life-like lure in the water. Fish can't resist it . . . and when they grab the lure it "feels" lifelike — doesn't warn them to spit it out before you can sink the hook in! Read this article and learn the amazing story of this imported lure.

Minnows Irresistible

Then I saw the same fish approach actual live swimming minnows and without caution or suspicion STRIKE RAVENOUSLY. I saw the same fish that rejected the lures again and again attack without caution LIVE SWIMMING MINNOWS. In fact, these little minnows seemed to DRAW many fish from a distance—even before being seen.

Why Lures Often Fail

My talks with fish scientists and my own studies convinced me it was the swimming motion of minnows, particularly the swishing tail that attracted many fish. I concluded that no lure I had ever used had SUFFICIENTLY duplicated the living minnow and its motion.

How, I asked myself, could a fish lure be created that would attract fish just as the actual living swimming minnows did — and that once attracted would get the same ravenous STRIKE as live minnows — WITHOUT the hesitation, suspicion and FEAR aroused by the lures I saw used?

My Man-Made "Minnow"

After 19 years of study and testing, I have finally created such a man-made "minnow," so like a living, swimming minnow in shape, form, texture and motion that fish ravenously STRIKE — without caution — and I catch more fish, bigger fish — and faster than ever before in my life.

Because my man-made "fish" looks, darts, wiggles, even "feels" like a minnow . . . bass, pickerel, pike, perch, trout and many other kinds of fresh and salt water fish attack voraciously — without suspicion or fear — even when they're not biting for another fisherman on the lake.

Astonishing Catches Reported

I call my lure VIVIF. Once I perfected VIVIF I started selling them to other fishermen. Soon news of astonishing catches came in — first France — then from other countries.

Yes, from all over comes reports of amazing catches — of fish biting where other lures failed — of the sureness, the simplicity, the effectiveness of this VIVIF lure. And what does this mean to you?

Simply this. Now YOU can get more out of fishing than ever before. Now YOU can catch more fish, bigger fish than ever in your life. It is GUARANTEED — or you pay not one penny. It means now no longer need you come back with an empty creel from a long day's fishing. It means no longer need you spend hours of work digging worms and catching minnows or other bait. It means you can save the endless expense of continually buying expensive spinners, flies, plugs, bait and lures. It means you can often catch the fish that are not biting on worms, bugs, plugs, spoons, canned bait, flies, cut bait or spinners or no cost. It means you can troll, cast, or shore fish with my lure with equal success. It means you can go out after and come back with large mouth bass, small mouth bass, pike, pickerel perch, bream, trout, walleyes, salmon, red tuna, striped bass, blue fish, weak fish and do it time and again — or your money will be refunded at any time. VIVIF is catching fish in 25 countries for delighted fishermen. 1,050,000 VIVIF's have been grabbed up. Already reports from U. S. fishermen say VIVIF is the greatest lure they have ever used. I predict VIVIF will soon be the world's fastest selling fish lure. But test the magic power of VIVIF yourself without risking a penny.

VIVIF IS IMPORTED SUPPLIES are LIMITED

To get your VIVIF now, mail Amazing Trial Coupon. U. S. supplies are still limited. Order now to be sure you'll have your VIVIF in time for your next fishing trip. Only if you act at once can we guarantee to fill your order immediately. Don't delay.

THIS IS EMILE PLANES, Science Instructor, Skin Diver, ardent fisherman from Beauce, France, who went underwater to find out why fish reject certain lures and chase others . . . and who, as a result of years of observation, research, and development, finally created a true-to-life man-made minnow that practically no fish can resist . . . that holds an all-time Char Trout record in Britain, and has made amazing catches in this country and all over the world. Read on this page how you can try this amazing minnow that's GUARANTEED TO CATCH FISH OR IT COSTS YOU NOTHING!

AMAZING TRIAL OFFER

It took me 19 years of hard work developing, improving, and perfecting VIVIF to achieve my final result. But you can test the magic power of VIVIF yourself without risking a penny. VIVIF takes the luck out of fishing, lets you have more fun out of fishing — because you catch more fish.

All you do is mail the no-risk trial coupon below. When you receive your VIVIF, use it anywhere you like . . . to prove its fantastic fish catching powers. Use it to catch bass, trout, perch, pickerel, pike, walleyes . . . any sport or pan fish you like to catch.

Put VIVIF to every test. If you don't agree it is the finest lure you've ever used . . . if it doesn't catch more fish and bigger fish, you have used it entirely free. It won't cost you a penny. Read amazing trial offer below.

Over 1,055,000 Amazing VIVIF's Already Sold Throughout The World. Be The First In Your Area To Own One.

Mail Amazing Trial Coupon Today

Harrison Home Products Corp., Dept. 62-AMG
Fishing Tackle Division
8 Kingsland Avenue, Harrison, New Jersey

Please send VIVIF's checked below on AMAZING TRIAL OFFER. If VIVIF does not catch more fish . . . bigger fish . . . and make fishing more fun . . . if VIVIF is not the greatest lure I've ever used you will refund my money immediately including postage.

Quan.	Weight	Color Comb	Model	Price
.....2¼"	⅛ oz.	Green-Silver-Red	V-1	@ $1.35
.....2¼"	⅛ oz.	Black and Gold	V-2	@ $1.35
.....2¼"	⅛ oz.	Green-Gold-Red	V-3	@ $1.35
.....2¼"	⅛ oz.	Red and White	V-4	@ $1.35
ALL 4 THIS SIZE FOR $4.95				
..... 3"	⅓ oz.	Brown-Silver-Red	V-51	@ $1.65
..... 3"	⅓ oz.	Black-Silver-Red	V-52	@ $1.65
..... 3"	⅓ oz.	Green-Gold-Red	V-53	@ $1.65
..... 3"	⅓ oz.	Red and White	V-54	@ $1.65
ALL 4 THIS SIZE FOR $5.95				
.....5½"	2½ oz.	Green and Yellow	V-101	@ $2.49
.....5½"	2½ oz.	Red and White	V-102	@ $2.49
.....5½"	2½ oz.	Blue and Silver	V-105	@ $2.49
ALL 3 THIS SIZE FOR $6.95				

☐ **PAYMENT ENCLOSED.** Send VIVIF's Postpaid! I save all C.O.D. Charges. (Money Back Guaranteed on all VIVIF's.)

☐ **SEND C.O.D.** I will pay postman price of VIVIF's plus C.O.D. postage. (Money Back Guarantee on all VIVIF's.)

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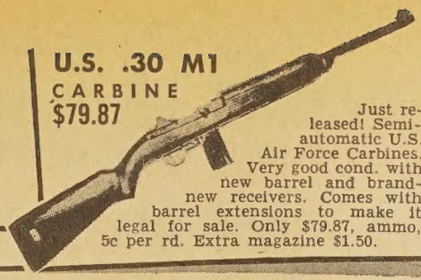


U.S. .30 M1 CARBINE $79.87

Just released! Semi-automatic U.S. Air Force Carbines. Very good cond. with new barrel and brand-new receivers. Comes with barrel extensions to make it legal for sale. Only $79.87, ammo, 5c per rd. Extra magazine $1.50.

Everything for the Hunter, Shooter, Sportsman. ORDER TODAY!

.22 DOUBLE DERRINGER ONLY $17.50

Imported from Europe. It is an exact copy of famous Remington Derringer popular in the late 1800's. Valuable collectors' item. Fine "old world" gun craftsmanship has been employed to give you a superior handgun & still retain all the features of the original Derringer. Accurate. Shoots .22 short, long or long rifle. Checkered black grips. Only $17.50. Sparkling chrome-plated model only $21.50. Western hand tooled holster $4.50. .38 Special nickel Derringer $34.95.

VOLUNTARY CONFINEMENT

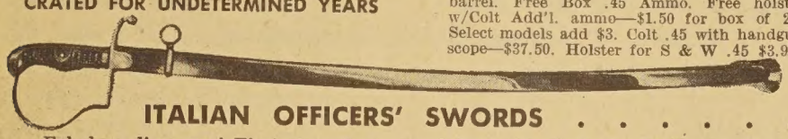
Genuine Police Handcuffs feature deluxe chrome finish with double lock. Light, compact, & flexible (equipped with 2 keys). Clever gift for peace officers, jurist, or for the man who has everything. Foolproof, exciting. Only $5.75 ppd.; belt-type leather case. $1.25 ppd.

YOUR CHOICE .45 COLT OR S & W .45 ACP. REVOLVER

Now in excellent "like new" condition only $29.95

Last known supply. Model 1917 Cal. .45 A.C.P. Blued finish: tight actions: 5½" barrel. Free Box .45 Ammo. Free holster w/Colt Add'l. ammo—$1.50 for box of 24. Select models add $3. Colt .45 with handgun scope—$37.50. Holster for S & W .45 $3.95.

CRATED FOR UNDETERMINED YEARS



ITALIAN OFFICERS' SWORDS $6.95

Fabulous discovery! First come first served from this limited collection of swords that have cut their swatch through Italian history. These antique 4 ft. dress swords have hand guard. Only $6.95—Pair only $11.95.

GENUINE MEXICAN LONGHORNS

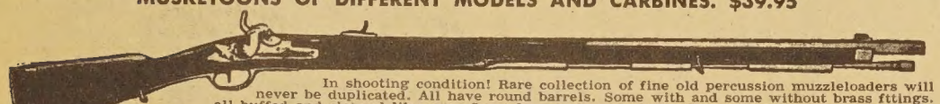
These wild-eyed critters were introduced to the Americas back in 1521 at Vera Cruz, Mexico. Horns are hand-polished to a smooth-as-silk surface. Leather centerpiece is genuine hand-tooled cowhide. Choice of dark or light brown leather.

All sets are approximately 5 to 6 feet wide. Each set has its own individual markings yet appears approximately as set shown. Makes a wonderful conversation piece when placed above fireplace, mantel, over bar or in den.

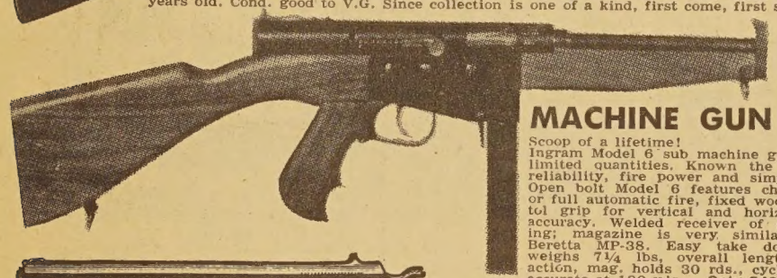
Special Offer 4½' & over $24.95

Supply Limited

COLLECTORS! ANCIENT PERCUSSION MUSKETS, CARBINES AND MUSKETOONS OF DIFFERENT MODELS AND CARBINES. $39.95



In shooting condition! Rare collection of fine old percussion muzzleloaders will never be duplicated. All have round barrels. Some with and some without brass fttings. all buffed and cleaned like new. Some long and some short. Guaranteed to us to be over 100 years old. Cond. good to V.G. Since collection is one of a kind, first come, first servsd. Only $39.95.



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MACHINE GUN $49.95

Scoop of a lifetime!
Ingram Model 6 sub machine guns are available in limited quantities. Known the world over for its reliability, fire power and simplified construction. Open bolt Model 6 features choice of either semi or full automatic fire, fixed wooden stock with pistol grip for vertical and horizontal stability and accuracy. Welded receiver of seamless steel tubing; magazine is very similar to Thompson & Beretta MP-38. Easy take down without tools, weighs 7¼ lbs, overall length 30", blow back action, mag. holds 30 rds., cycle rate is 600 rds., accurate at 100 yds. **Only $49.95 while they last.**

.45 COLT AUTO. $36.95

So good it was the only "big" automatic used in 2 World Wars. All in perfect mechanical condition. Parkerized finish .45 or .32 Colt Autos. only $36.95.
.45 ammo box of 24.....$1.70

NEW MODEL .22 LONG ROSCO $12.95

With adjustable hammer and trigger spring. This sensational NEW 6-shot Rosco Vest Pocket .22 long revolver would be a tremendous value at 3 times its price. Made in W. Germany, it is a tight, well-made, exceedingly accurate handgun. Fires .22 Long & Short ammo. Features side gate loading, trigger adjustment, screw-in ejector rod. Has STEEL RIFLED BARREL with blade front sights. Terrific for target shooting, varmint hunting or home defense. Only $12.95. Gleaming nickel-plated model only $14.95. Leather holster $2.25.

.38 SCOTLAND YARD SPECIAL

2" Snub Nose — Rich Blue Finish — $16.95

This quick-draw, double action revolver was the side-arm of Britain's famed Commando Raiders of World War II. Exceedingly accurate, packs a powerful punch with light recoil. Easy handling, thumb rest grips. Good condition. Specs: overall length 9¾", bbl. 5", wt. 28 oz., capacity 6 rounds. A collector's find. 4" model $12.95, snub nose $16.95. For select models add $3. 2" nickel plated model $26.95. .38 Cal. Ammo box of 25, $1.80. Holster, $3.95.

DETECTIVE

ITALIAN POCKET AUTO. .25 CAL.—$19.95

Imported direct by us from Italy's finest gun manufacturer. Brand new! Trim, compact weapon fires powerful and easily obtainable .25 Cal. American made ammo. Also avail. calibers. .32 long or .22 short . . . only $22.50. Original factory blue finish. 6-shot capacity makes excellent home protection weapon. Fixed sights. Weight approx. 13 oz. Only $19.95. Holster $.25. .25 cal. ammo box of 25 $1.85.

38 Super 9 mm

STAR AUTO. $19.95

FIRES 38 & 9mm LUGER AMMO!

Fantastic buy from Spain. Official handgun of Franco's elite La Guardia Civil (national police). Has Spanish Crown Proof Marks. Extremely accurate; Features: both grip & side safety, crisp trigger pull, big partridge sights half cocked notch on hammer. Fine checkered walnut grips. Fast, easy takedown. 8 capacity magazine. Excellent inside & out. Wt. 38 oz. Comes in orig. new factory box with cleaning rod & extra clip. Reg. $75 value . . . only $19.95. Box of 50 9mm Luger Ammo $2.95. Holster $3.95.

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Choice: bright nickel or polished blue. Dependable, compact. Makes excellent target & protective sidearm. Specs: Swinging-out cyl., 6-shot 3½" barrel, fixed sights, orig. Colt hardwood grips, newly blued, good condition inside & out. Fires popular .45 ACP ammo. Only $39.95. Holster $3.95, .45 Colt ammo. box of 48 .....$3.40

WEBLEY— 45 MK VI, COMBAT MODEL OR .38 R.A.F. PILOTS' MODEL . . . $14.95

Latest model adopted by British Armed Forces. It is extremely accurate, has exceptional smooth action. Fires either as a single or double action. Specs: Overall length 11¼", barrel 6", wt. 2.6 lbs. GOOD CONDITION, .45, Combat or .38, $18.95. With handgun scope only $24.95. (Choice .38 Enfields or .45 Webleys, $17.95.) Holster $3.25. Specially selected — $17.95. .45 ammo, box of 24 $1.50. Both .45 & .38 Avail. in snub nose (2" Bbl.) $18.95.

Col. Colt's Frontier SIX SHOOTER

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An exact reproduction of the famous 1800's single-action frontier sixshooter most prized by the men of the old west. Guns are exact size and weight as original models. Beautifully blued and set off by handsome plastic stag grips. Shoots all three: .22 short, long or Long Rifle ammo. (Regularly $47.50) at Seaport only $39.95. Matched Pair only $79.90 including FREE double fast draw holster set. Single leather fast draw holster only $5.95

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Gentlemen: Please rush me the following:

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_____	Mexican Longhorns	24.95	
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_____	.45 Colt Auto.	36.95	
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Enclosed ..... cash .....check or ..... M.O. (COD's require ⅓ deposit.) (Be sure to specify & give complete ordering info.) I understand all items are to be shipped F.O.B., L.A. express charges collect. Calif. res. add 4% state tax. *For fast service when ordering pistols, please sign statement: "I am not an alien, have never been convicted of a crime of violence, am not under indictment or a fugitive. I am 18 years or over."*

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RAILROAD MAGAZINE

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FREEMAN HUBBARD
Editor

SY REICH
Technical Editor

BERNARD WHITE
Art Director

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

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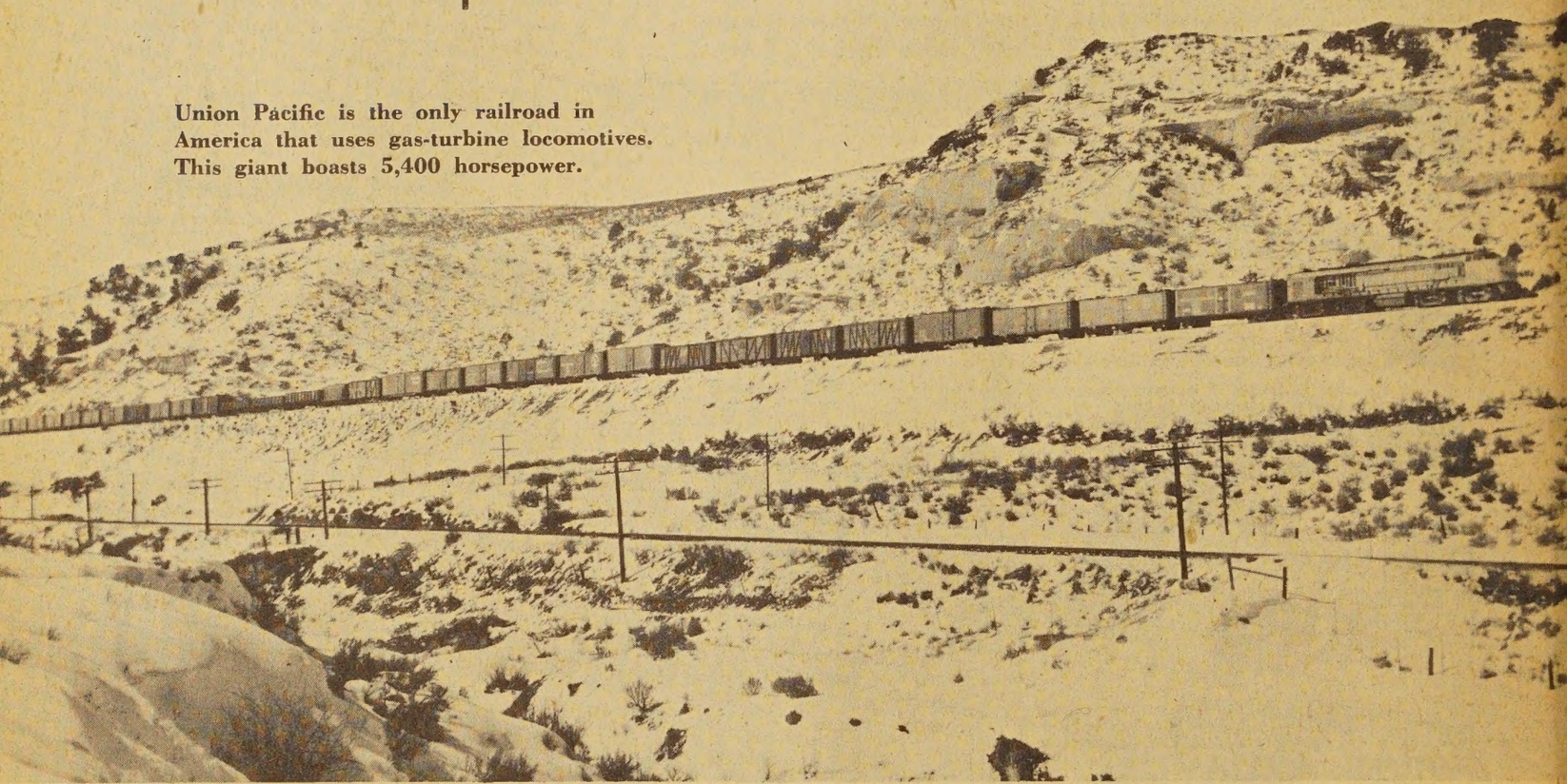

Union Pacific is the only railroad in America that uses gas-turbine locomotives. This giant boasts 5,400 horsepower.

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MAIL CAR

Railroaders and Fans Sit in With the Editorial Crew

Margaret and Carl Newman display two of their many steam builders' plates.

THE ONLY man-and-daughter railfan team we know of is Carl and Margaret Newman, 955 Cloverdale Ave., Victoria, B.C., Canada, both actively engaged in rescuing steam engine builders' plates from the scrap pile. Thus far they have saved over 200 such plates (locos and tenders). They clean each plate, coat it with aluminum paint, and apply black enamel to the lettering and border. The entire collection is hung on the basement walls of their home at 955 Cloverdale Ave., Victoria, B.C., Canada. Margaret is an X-ray and physiotheraphy student. Her dad is a linotype operator and his father was a Canadian National engineer. ●

SPRING'S return finds big and small circuses on the move all over the country, especially down south, like hungry bears waking up from a long winter sleep. The beautiful train of Ringling Bros. and Barnum & Bailey Combined Shows, 15 oversize blue-and-silver cars tucked in between a diesel and a caboose, is rolling toward New York City. It's the only circus train left. Plenty of railfans will get up before dawn to watch it unload.

There is brisk adventure on the sawdust trail. Also danger. Sometimes sudden death. Freeman Hubbard tells about circus travel by rail from 1856 to the present, in *Argosy's* May issue, illustrated with color as well as black and white. *Argosy* is a 50¢ slick-paper monthly, flagship of the Popular Publications fleet.

Many an oldtimer has railroad memories of the big top. Take "Carload Andy" Ospring, 1322 N. Ontario St., Burbank, Calif. For years, like his father before him, Andy was an engineer on the Vandalia (now PRR). "In the golden age of circus trains," he recalls, "the engine crews would work all night, sleep a few hours, then tomcat around till about 9 p.m. and go back to work. You might think the life was hard, but we had our fun, though it meant not getting enough shut-eye. The train crews usually had a good night's sleep in the caboose."

At that time *The Greatest Show on Earth* was operating a huge train of 108 cars in four sections—and owned every car! They had a big top, too, and 55 elephants. Today they have dwindled to 15 cars and 20 elephants. No big top. A dozen or so minor circuses in this country are still showing under canvas but none of them rides the rails any more. Only the Big One does. ●

YOU KNOW, of course, that GG-1 is a famous type of Pennsy electric locomotive. But did you know that these letters came from the initials of George Gibbs, who founded Gibbs & Hill, a firm of railroad consulting engineers that engineered the GG-1 locomotive as well as electrification of the Pennsylvania between New York and Washington?

Thomas Walsh

We mention it because of Tom Walsh, who wrote our articles on Mexican asd Philippine steam railroading. Tom became really interested in this hobby while working for Gibbs & Hill years ago. He was impressed by the pictures of steam locomotives that hung on the office walls as well as the maps and equipment blueprints placed at his disposal.

Tom is now with the International Cooperation Administration, which supervises U.S. technical aid programs in underdeveloped countries. His job requires foreign travel. A long-term assignment in the Far East permitted him to ride and photograph many railroads and to gather material for his article in our February issue. En route Rome, he visited Australia, other islands, and finally Mexico. Soon he will leave on a new overseas assignment, this time to Bolivia. He wants to explore the woodburners and rack railroads there and possibly write about them.

If Tom's latest article has made you curious to learn more about Mexico, we recommend Gerald M. Best's *Central American Holiday* (reviewed in our April issue), which deals with steam south of the Rio Grande. It may be obtained at $4.75 postpaid from Fred A. Stindt, 978 Emerald Hill Rd., Redwood City, Calif.

Color pix of steam in Mexico are available from Stan Kistler, Box 4068, Pasadena, Calif. That includes 4x5 transparencies, 35mm slides, and 16mm movies. Stan also has about 8,000 original black-and-white negatives of steam railroading in the U.S. and Canada as well as Mexico (but no list of individual engines). ●

BRIEFLY SPEAKING. Bill Heckman is planning to expand his steam-powered Black Hills Central Railroad at Hill City, S.D. Details soon.

We asked (April issue), "Shall we quit running pix and write-ups of railroaders' daughters?" Replies thus far are mostly a thunderous "No." Some readers are indignant at the mere suggestion. A few fans voted "Yes." Majority wins.

There's an endless search for steam-engine data, as Thomas T. Taber III and Walter Casler learned after putting to press their new book, *Climax: An Unusual Locomotive* (reviewed in our April issue). With aid from readers, the authors have compiled a 4-page addenda of unpublished material on Shays and are sending a free copy to each known owner of *Climax*. If you have the book but not the addenda, write to Thomas T. Taber, 43 Hillcrest Rd., Madison, N.J. The book sells for $6 postpaid as long as the supply lasts.

Pat-on-the-Back Department. *"Railroad* seems to get better with every issue," writes John Killoran, president, C. P. Huntington Chapter, NRHS, Box 1577, Huntington 12 W. Va. "Philippine article in April issue was tops and I can't find adjectives to express my liking for the BEDT picture-story."

"'Just what goes on in your editorial offices?" asks Lloyd Lewellyn, 1107 Rana Villa Ave., Camp Hill, Pa. "Doesn't anyone bother to edit the material you publish? Like many other fans, I fork over 50¢ for some relaxing moments with our hobby, but my enthusiasm fades when *Railroad* presents a jumbled mass of pictures, apparently unedited. Your only bright spots are Sy Reich's diesel rosters."

Although Morse Telegraph Club, formerly restricted to Morse veterans, has opened it rolls to railfans, this includes only those with a year or more telegraph experience. Membership fee, $1 per year. Members are permitted to handle the keys in telegraph circuits. Contact Harry Zinszer, president, 333 Brightwood Ave., Westfield, N.J.

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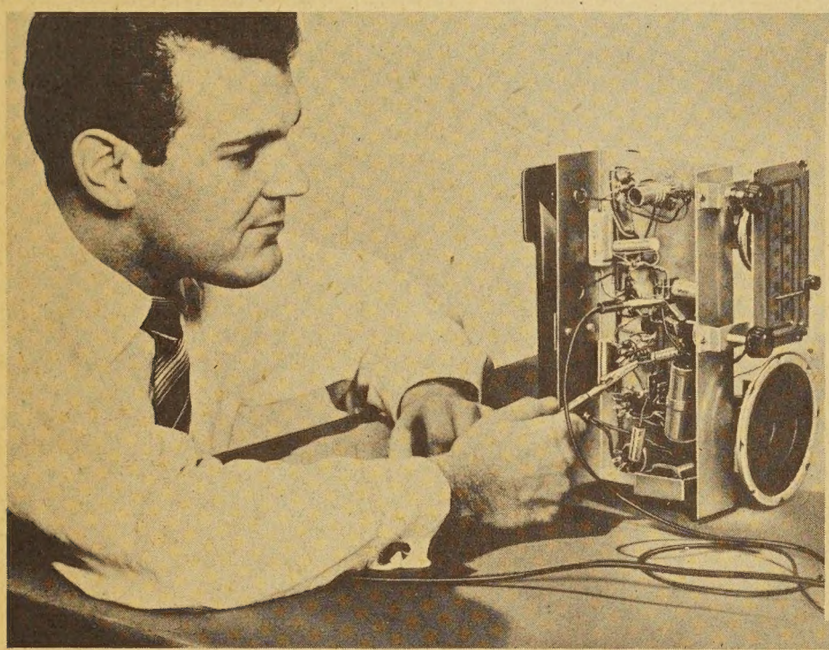

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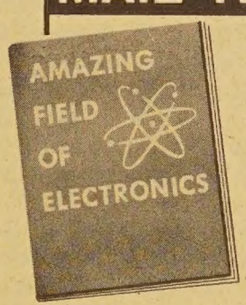

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Some 5,000 visitors including 1,900 West Point cadets, dodged the acute problem of seeking hotel accommodations in Washington last Inauguration Day by occupying quarters in Pullman cars parked for their use near the city's Union Station.

"The cabooseful of cuties" photo (April issue) was made at the National Museum of Transport, Barrets Station Rd., St. Louis, Mo., to point up the return travel to school in autumn, according to Arthur K. Atkinson, chairman of the Museum's board, and was used as a full-page newspaper ad. "It is an unbeatable combination of attractions," he says, "pretty girls and railroad equipment."

Under union rules, the Gulf, Mobile & Ohio has to keep a yard goat and a 5-man crew at Okolona, Miss., to do 40 minutes' switching per day, for which each man gets a full day's pay. Question: why couldn't the rules be adjusted to let road crews operating through the yard handle that bit of switching? Is that featherbedding?

Here we go again. Your editor gets a small mountain of mail every day. That is fine. It makes us feel good. But reading and answering it takes considerable time. The time could be spent more advantageously on *Railroad Magazine* itself: editing articles, checking facts, getting better pix, and so on. Don't stop writing to us. Just keep your letters short. Very short. In that way you will do the magazine a real service.

"Thanks to all who sent me newspaper clippings about train wrecks; I could use more," writes Leonard Fairchild, 823 W. Montgomery Ave., Spokane, Wash. "I, too, am enthusiastic about Bob Fremming's railroad-pic postcards. I have all of his among the 1,800 rail subjects in my 22,000-card collection." (Does anyone have a bigger p.c. collection?)

This comment on an item in April issue, page 59, comes from David Swaney, Girard, Pa.: "Bessemer & Lake Erie steamer 154 weighs 262,000 lbs., has 220 lbs. boiler pressure. Back in July '35 I saw a heavy B&LE Consolidation No. 156, haul an 8900-ton train of 136 cars, 124 loaded. Rating was 5,526 tons. She stopped for the brakeman to throw a switch, with 85 cars on an upgrade, but started again without a slip. It seems like yesterday: smoke rising skyward in the late afternoon, the beat of her steam exhaust."

Two Grand Trunk Western steam locos remain in serviceable condition, Nos. 6322 and 6323, according to Harry A. Sanders, V.P. and G.M. of that road, but 6322 will be outlawed May 5. The other will probably continue to be used on fantrips until she is outlawed in October. So says *Michigan Railfan*, Michigan Railroad Club publication.

"Retired LIRR 4-6-0 No. 35 is deteriorating," laments Wm. Biesecker. "Needs a new paint job and suffers from vandalism. Her bell, stolen three times, is now welded in place. Although surrounded by a wire fence, she is not well protected."

The oldest diesel in service is No. 2 (built 1926) on the ½-mile Harlem Transfer Railway in New York City.

"Niagara Junction Railway, an all-electric line, is still operating 8 switchers at Niagara Falls, N.Y., and there is an old maintenance car in the yard," writes Peter Jehrio.

The *Wall Street Express*, on the Reading, made an unscheduled stop Dec. 21 near a metal-working furnace at Dunellen, N.J., so that the New York-to-Philadelphia commuters could give a sackfull of bills and change to a group of well-paid employees there who regularly waved at the train. The man who made the presentation actually wore a Santa Claus suit, beard and all. Those grownup men in overalls, with a childlike faith in Santa, must have been amazed and deeply touched when the dear, old, jolly saint himself took time out of a busy day to step off the train and give them money.

American railroads aren't the only ones hampered by archaic government restrictions. Take the Canadian National and Canadian Pacific. Grain is the backbone of their freight business, but they haven't been allowed to raise its rates on grain since 1899! Other freight rates also are frozen.

Our photo of the SP&S tunnel beneath a cemetery (Feb. issue) reminds Oscar Harp, Merced, Calif., that the old Northwestern Pacific (now SP) passed under a graveyard near Lolita, California.

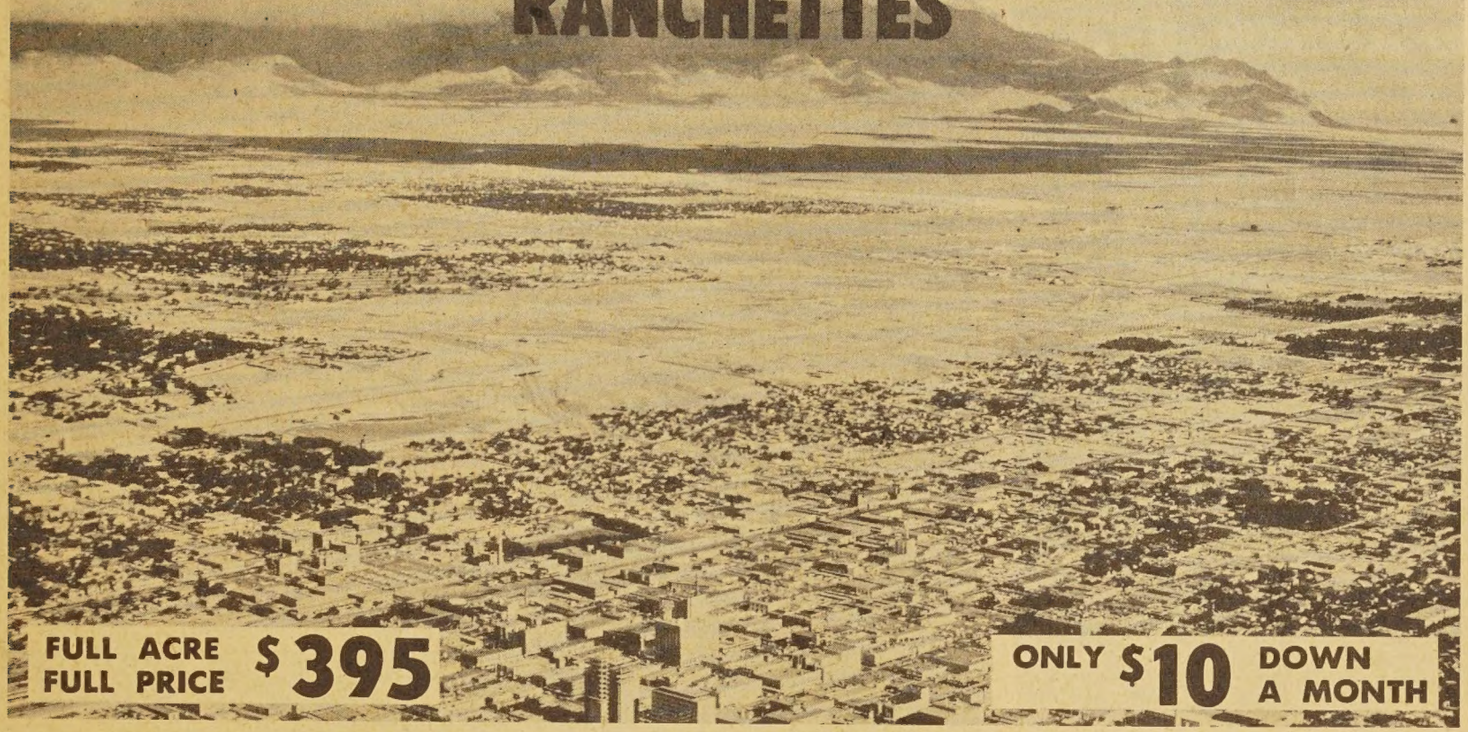
There is a slight possibility that 21 miles of track will be laid in Nevada to revive the abandoned Virginia & Truckee as a tourist attraction. This exciting prospect results from a survey made by William Hart, the state's Director of Parks, who believes many railfans would rally to its financial support. This matter is being pushed by the *Territorial Enterprise*, a famous old weekly newspaper published by Lucius Beebe and Charles Clegg at Virginia City, Nevada. ●

On U.S. Route 66 — Only 39 Miles from America's 7th Fastest Growing City

ALBUQUERQUE, NEW MEXICO . . .

An Acre of Your Own in

THE VALLEY OF THE ESTANCIA RANCHETTES



Suddenly — almost without warning — the land boom is on in New Mexico. All at once Americans have discovered the "Land of Enchantment". . . and homes and ranchettes are springing up on lush verdant tracts which until now were enormous ranches.

And especially is this true of the lovely valleys surrounding **Albuquerque**, the queen of New Mexico. This exciting city is bursting at the seams and homes are spilling out in all directions. Albuquerque has become America's "7th fastest growing city" — and is picking up speed at an astounding tempo.

Astounding? Please consider: In 1940 Albuquerque had less than 36,000 people. By 1950 it had soared to 97,000. And in the last 10 years it has rocketed to more than 260,000!

There are so **many** reasons for this fantastic rate of growth. Nowhere in America is there land more **beautiful** than the rich valleys that rim Albuquerque. The **climate** is possibly without equal in all of America — a summertime of balmy sunny days* and bracing nights — blanket-sleeping nights; and in the winter equally sunny days* — shirt-sleeve weather. **Health?** This is a region whose mildness and purity of climate have given new life to people from all parts of our land — where, in respiratory ailments alone, thousands of cures have been miraculously achieved by the mild weather, the dry air, the abundant sunshine, the low humidity. In the words of the Encyclopedia Brittanica the Albuquerque region is **"a health resort"!** And what about **sports, entertainment, activities, opportunity?** In the lofty close-by mountains are fishing, swimming, hunting. Skiers wear shorts. Golf is played the year 'round. Albuquerque itself is crammed with magnificent shops, theatres, churches, schools — including the University of New Mexico with 7000 enrolled students, bright new college buildings and modern football stadium. Albuquerque has the 5th busiest airport in the United States. Its industry and employment potential are boundless. Its 3 television channels and 9 radio stations, its opportunties in land ownership, jobs, small business; its sunniness, its freshness and sparkle — all of these mark the personality of a great city.

The wonder is **not** that Albuquerque is growing so rapidly. The wonder is that one can **still** buy a lovely piece of land close to the city at so low a price as $395 an acre! All you have to do is to take a look at the six cities which in all of America have grown even faster than Albuquerque. **What would you have to pay for an acre of comparable land only 39 miles from their shops and theaters?**

(THESE FIGURES INCLUDE OUTSIDE CENTRAL CITY)

	Population	Rate of Rise 1950-1960	Cost Per Acre of Comparable Land 39 Miles from Downtown
1. San Jose, Calif.	639,615	120.1%	$2,500 — $ 5,000
2. Phoenix, Arizona	652,032	96.5	$3,500 — $ 7,000
3. Tucson, Arizona	262,139	85.6	$1,500 — $ 3,000
4. Miami, Florida	917,851	85.4	$5,000 — $10,000
5. Sacramento, Cal.	500,719	80.7	$2,000
6. San Diego, Cal.	1,003,522	80.2	$4,000 — $ 8,000
7. Albuquerque, N. M.	**260,318**	**78.7**	**$395 (Valley of The Estancia Ranchettes)**

** Last year for example, there were only 8 days that were not sunny.*

These statistics are eye-openers, aren't they? **Yet real estate men are saying that the prices you have just read will soon apply to the Albuquerque region!**

And as lovely and luxuriant an area as Albuquerque can boast is **The Valley of the Estancia Ranchettes.** Rimmed by mountains, lying flush alongside the most important highway in the West, **Route 66**, and only 39 miles from Albuquerque, **The Valley of the Estancia Ranchettes** is the essence of the enchanting Southwest. Please read this carefully! **The Valley of the Estancia Ranchettes** are not barren desert tracts. **They are lush and green!** Water waits to be tapped. The soil is so fertile as to bear fruit trees and truck gardens. Our Route 66 neighbors frame the landscape with their low modern ranchettes, homes, motels. Our next door neighbor is the famed $200,000 Longhorn Museum of the Old West . . . Oh yes, this is a very lovely land.

As our headline says, an acre in our beautiful VALLEY OF THE ESTANCIA RANCHETTES costs $395 **complete!** And the terms are $10 down and $10 a month per acre. That's it — no extras, no hidden additional costs. You may reserve as many acres as you wish. AND YOU TAKE NO RISK IN SENDING YOUR $10 TO RESERVE YOUR ONE ACRE RANCHETTE SITE. Your $10 reserves an acre for you, but you have the unqualified right to change your mind. As soon as we receive your reservation we will send you your Purchase Agreement and Property Owner's Kit. The package will show you exactly where your property is and will include full maps, photographs and complete information about your property. Other maps will show you nearby Arizona — even old Mexico itself, 250 miles away. You may have a full 30 day period to go through this fascinating portfolio, check our references, talk it over with your family. If during that time you should wish to change your mind (and you don't have to give a reason either) your reservation deposit will be **instantly** refunded. (ALBUQUERQUE BANK REFERENCES).

Experienced realtors think that the Albuquerque area presents the most exciting acreage buy in America. On the outskirts of the city, land is now going for $5000 to $6000 an acre. One day soon the Valley of the Estancia Ranchettes could be a suburb of Albuquerque. Act now. You'll be forever grateful that you did.

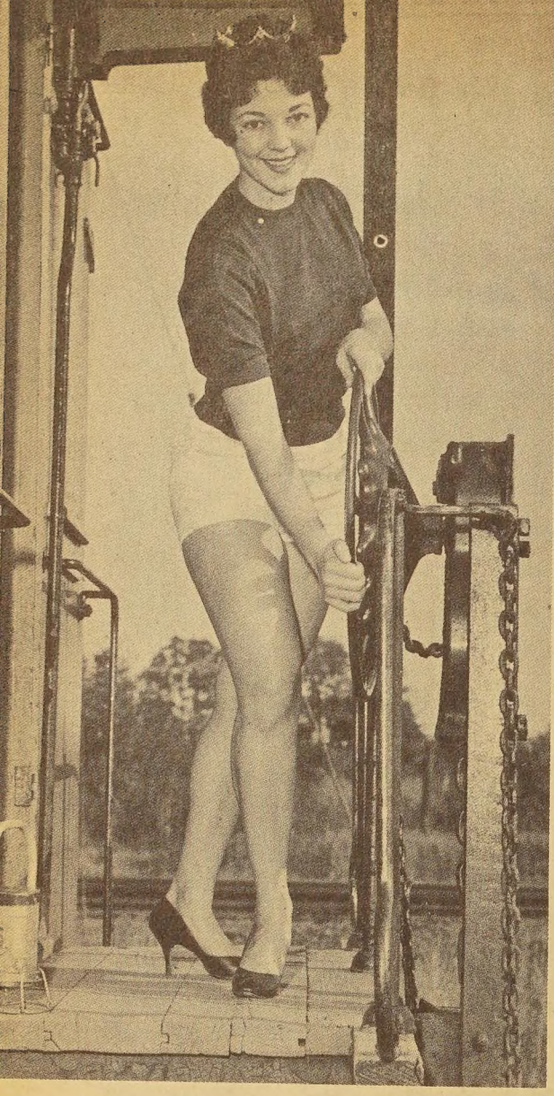
VALLEY OF THE ESTANCIA RANCHETTES
Dept. LH-5A
2316 CENTRAL S.E., ALBUQUERQUE, NEW MEXICO

Gentlemen: I wish to reserve _____ acres in the VALLEY OF THE ESTANCIA RANCHETTES. I enclose a deposit of $_____. (Please send deposit of $10 for each $395 acre you reserve.) Please rush complete details, including my Purchaser's Agreement, Property Owner's Kit, maps, photographs and all data. It is strictly understood that I may change my mind within 30 days for any reason and that my deposit will be fully and instantly refunded if I do.

Name_____

Address_____

City_____ Zone_____ State_____



Potato Blossom Queen: Carol Ivey, daughter of Bangor & Aroostook ex-brakeman, sends season's first train of spuds over the BAR. She lives on a potato farm at Linneus, Maine, is 19, a student at the University of Maine. A sister works for Bangor & Aroostook.

DISMALLY, in falling snow, the Lehigh Valley's last scheduled passenger train out of Buffalo left Dingens Street late Friday night, February 3rd. There was little ceremony. A few grizzled trainmen and local railroad officials felt bad about it, but neither the time, 10:50 p.m., nor the wintry weather encouraged railfan "mourners."

"Some of us recall by contrast the *Maple Leaf* rolling proudly out of Buffalo's old downtown station for the Labor Day week-end of 1939," writes Bill Kessel, 99 Center St., Hamburg, N.Y. "The New York World's Fair was a big attraction then. An excursion to the big city on the Route of the Black Diamond cost only $7.95. The *Maple Leaf* would take you right into Penn Station, where you'd board a Long Island shuttle train and be whisked out to the Fair itself for a dime.

"On that occasion people filled the LV coaches. Smiling porters vended pillows from the two sleepers up front. Attached to the train was a Pullman car *Blue Diamond,* to be turned over at Depew, N.Y., for the *Black Diamond* train the following day.

"'We waited at Depew. The main *Maple Leaf* was tardy in coming down from Toronto to meet us. That was because the threat of what would later be called World War II hung over the world like a dark cloud. Folks were leaving Canada in droves. That Canadian train required immigrant inspection at Niagara Falls and the Buffalo connection would just have to wait.

"A long hour later, we heard a mellow chime whistle and then saw the headlight of a big Pacific. Pretty soon the crew commandeered the rusty old combination coach for the trip to New York. Coaches and sleepers, the latter with their green jungles of uppers and lowers, headed for Sayre, Pa. There another ancient coach came out of storage and was coupled onto the train and quickly filled.

"At Mauch Chunk—once the Switzerland of America, now renamed for the Indian athlete Jim Thorpe—a semi-streamlined diner was added. An advance section had carried off most of the Fair-bound riders thence, and from Allentown, Bethlehem, and Easton. When the two sections of Train 8 finally reached Penn Station, they discharged several hundred holidaying passengers.

"The Lehigh Valley had relatively few paying passengers in recent years. I recall a February night in '59 when the Pullman conductor had to awaken a lounge-car waiter to serve drinks to only two passengers. The latter admitted he just wasn't used to seeing so many people ride his car. In 1964, when New York stages another World's Fair, nobody going to see it will take either the *Maple Leaf* or the *Black Diamond.* The Valley is now a pale shadow of the great railroad it used to be." ●

THREE issues ago we told about a special excursion train which took people to Haverhill, N.H., in 1868 to view a public hanging. Here is a comment that V. L. Ward, a retired stationmaster living at Wokingham, Berkshire, England, sent to the *British Railways Magazine:*

"I quote from *British Railway History,* Vol. 1, by Hamilton Ellis, where he refers to the Exeter (Queen St.) station: 'The terminus, like its successor, Exeter central station, was right in front of the great red County Gaol (jail). In 1886 the railway had to cater to an unpleasant class of excursionists, drawn by the execution of Mrs. Ashford for the murder of her husband.' Note the reference to excursionists; it is not clear whether or not a special train was run for them." ●

SOME train men in the old days made only one student trip before being put on the payroll. "I can beat that," writes a retired Santa Fe conductor, E. J. Hayes, Fort Dodge, Kansas. "The CB&Q hired me at 4 p.m. in Nov., 1905, at Aurora, Ill., and gave me a pamphlet having 56 questions, which I studied while seated in the depot waiting-room. Right after supper I took an exam and went to bed.

"At 11 p.m. that night I was awakened by a call for a setout-and-pickup run on the Streator branch. The regular skipper was relieving a sick passenger conductor, and the head brakeman replaced him temporarily. That left an opening for me in the crew. It was my first railroad job. They paid me $1.56 for about five hours' work." ●

KELSO'S article on Decapods (April issue) draws this comment from Al Shade, 9831 Aldridge Dr., Columbia Station, Ohio: "The 2-10-4's which the Pennsy leased from the Santa Fe were used in hauling coal from Columbus to Sandusky. Being unfamiliar with huge oilburners of that type, the crews did not like them.

"As for 2-10-0's the type was used occasionally on the Pennsy lines west of Pittsburgh. They pulled heavy ore trains out of Cleveland. I remember seeing four of them on one ore drag passing through Maple Heights, Ohio, tw on the point and two pushing. Incidentally, No. 6170 (pictured on page 25) was a 2-10-4, not a 2-10-0 as your caption infers. Baltimore & Ohio No. 527 (page 24) was actually a 2-10-2. A third caption mistake in April referred to NYS&W No. 2448 as the 2121." (Our thanks to Al Shade and other keen-eyed readers who caught the errors caused by our rush to meet a deadline.)

Now listen to R. Bryant, c/o YMCA, 187 S. Park St., Halifax, N.S., Canada. He denies H. L. Kelso's statement that British 2-10-0's, as built, had "no variations" and he continues:

"A batch of those engines were built experimentally with Franco-Crosti boilers, an Italian idea which didn't suit British conditions. Those boilers are being replaced by orthodox ones.

"British 2-10-0's often pull excursion trains, sometimes regular passenger trains. On one occasion, two men testing a new automobile were hitting 85 mph when they were overtaken and passed by a Decapod with 60-inch drivers hauling a London-Glasgow express.

"Decapods are popular today in Turkey. The Turks have some German wartime 2-10-0's, but I wouldn't call them, as Kelso did, 'fiendishly efficient.' A batch of Turkish Decapods, built in U.S.A., were the biggest engines Vulcan ever built." *(Turn to page 54)* ●

Popular for fantrips is steam-powered 57½-mile Sierra Railroad in California.
Robert Field, 107 Stanyon St., San Francisco Calif.

ACCOUNTING

IF you're that person, here's something CAREER

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Photos of the Month

Comox Logging engine No. 2 (2-6-2T), Baldwin, 1910, is now on permanent display at Courtney, B.C. We see her arriving at Courtney, running light from Ladysmith on Canadian Pacific's (Esquimalt & Nanaimo) Victoria Div. on Vancouver Island.
Dave Wilkie, 595 Leaside Ave., Victoria, B.C., Canada

"Steamtown, U.S.A.," a huge, new, standard-gage, operating museum in New England, is being planned by F. Nelson Blount, owner of Edaville RR. and Museum, South Carver, Mass., and F. H. Richardson, 2 Howard St., West Barrington, R.I. Mr. Blount says they will display many big locos and operate miles of ex-B&M trackage. Photo shows him (left) at Edaville discussing details of the gigantic project with Ray Atkinson of the New Hampshire Development and Planning Commission.

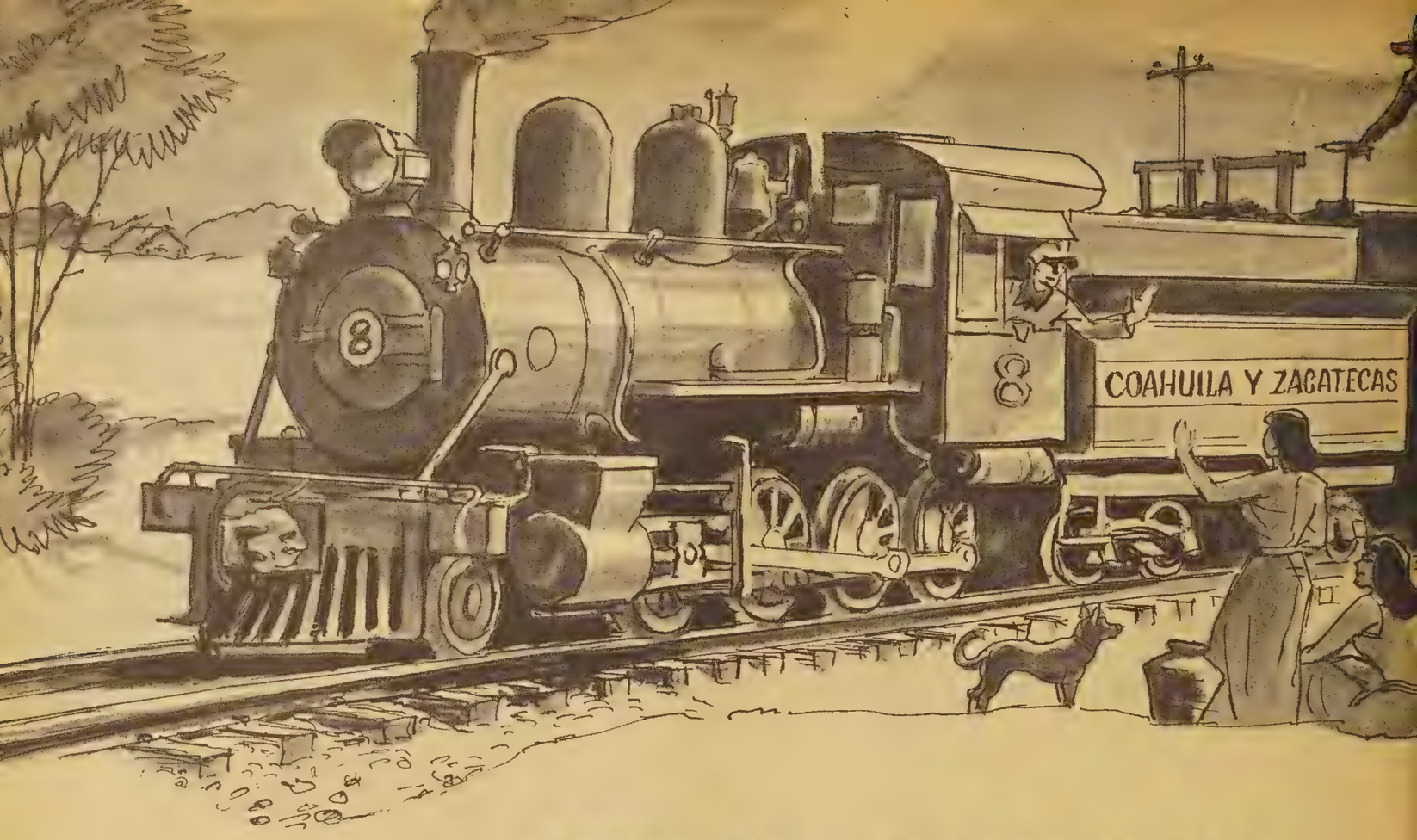
Feb. 27, 1957: Central Vermont 2-8-0 engine No. 470, Class N-5a, has just brought a way freight from Palmer, Mass., into Brattleboro, Vermont. There first-trick hostler M. McNamee has taken over and is cleaning the firebox with compressed air.

David Plowden, 1239 Madison Ave., New York City

Sept., 1960: Fireman tops off the tank of No. 480 (2-8-2) on Farmington branch of D&RGW.
John West, 220 Warren Rd., San Mateo, Calif.

Remember the days when Great Northern's engine 3377 was wheeling grain out of Willmar, Minn.?
David Plowden

All that is left of steam operation on SP narrow-gage at Laws, Calif.
Ron Morse, 1726 M St., National City, Calif.



Where to Find STEAM IN MEXICO

IF YOU LIKE steam power, spend your next vacation in Mexico. There you can see mighty Mallets trailing smoke plumes through the semi-tropical blue sky. You can hear them bark thunderously as they wheel mainline freight up the long grade west of Oriental. You can feast your eyes on doubleheaded Consolidations racing eastward to Puebla at a mile-a-minute clip. You can ride behind 4-8-2's that used to run on the Florida East Coast or Mikes from the Nickel Plate or the Denver & Rio Grande Western.

And *that* is railroading! In Mexico you find the last big concentration of steam left on our continent. Thousands of bright young fellows yearn for a chance to point their cameras at the great chugging locomotives of yesteryear. Well, the iron horses are still galloping down there. Lots of them! If you reached your mid-teens too late to photograph mainline steam in the States, cheer up. You can still pack your bag and head south of the border.

Or if you are an oldtime railroad man and want to re-live your nostalgic past, if you remember the acrid, billowing, coal smoke that climbed to the stars above the division point where you worked, if you remember the red fireboxes that burned many a hole in the night when you were young, the answer is still the same. Go south, my friend! Cross the Rio Grande!

Go there for six days or six weeks! You can travel to and through Mexico by railroad train, by driving your own Ford or Oldsmobile, by jet plane, or even, if I must say it, by bus. The Mexicans are friendly people. Many of them speak English. They will help you to overcome the language barrier. Food and hotel rooms in Mexico are good, plentiful, and cheap. The U.S. Government recently listed the twelve foreign capitals that tourists visit most, itemizing them in order of prices charged for lodging and meals, beginning with the most expensive capital. Mexico City is at the end of the list—proof of the low rates charged in the southern republic.

But hurry! The abundance of steam won't last forever. To see the puffing Mallets, Consolidations, and Mikados at their best, you should do it this spring or summer. Even down there, in the land of *mañana,* time is running out. The diesel curtain has already begun to fall on the vast smoky spectacle. Some day it will drop with a dismal thud. So enjoy the show while you can.

The National Railways of Mexico (NdeM) is engaged in a modernization program of acquiring fifty new diesel locomotives a year. Within five years even the post-war Niagaras, now running on the semi-desert Queretaro Division north of Mexico City, will be but a memory. That picturesque area with its giant cactuses, adobe huts, and stately palm trees won't look the same without beautiful engine smoke.

Meanwhile, if you make your next vacation Mexico, you can still find a wide variety of both standard- and narrow-gage power burnishing the rails: types that range from sturdy Ten-wheelers to modern heavy 4-8-4's.

FOREMOST among the nine Mexican carriers which still employ steam locomotives is, of course, the National. Early this year NdeM's roster included 419 steamers (44 narrow gage), of which 250 were actually in

by THOMAS WALSH

use. To this number you should add the 35 steam engines of the Mexicano Railway, which in 1959 was merged operationally into the National.

NdeM was formed in 1908 by consolidating about 6,000 miles of privately-operated lines. It originated under a cloud. Four years before, a revolution had destroyed considerable track and equipment. Rebuilding started in 1917. This improved the physical plant, but until World War II ended, the railroad remained basically old-fashioned and rundown. On V-J Day its roster listed 1,019 locomotives, all steam, of which 70 percent were over thirty years old. Some 1,100 miles of the system was narrow gage, representing 12 percent of its total mileage and 17 percent of its motive power.

In recent years the Mexican Government has improved its railroad system greatly. The 802-mile Laredo-Mexico City line has been laid with 112-pound rail. The narrow-gage line between the capital and Veracruz has been standardized, along with other slim-gage trackage. Especially difficult to convert was the Puebla-Oaxaca line, with 4 percent grades and curvature up to 18 degrees. Not only did its tunnels, cuts, and curves have to be widened but the new 112-pound rail was so much heavier than the 56-pound steel it replaced that the main pins of three-foot engines had to be machined down to clear this rail during transition.

Today the system has only 324 miles of narrow-gage secondary lines, all of which are operated at a loss. Railroad officials want to abandon them, but pressure is being exerted to keep them running and to standardize them. All slim-gage operation, while it lasts, will remain steam-powered.

The standard-gage conversions, which cut the need for trans-shipment, have raised tonnage greatly. For example, tonnage on the Mexico City-Veracruz line rose 75 percent. In Mexico City, the Buenavista passenger station was moved back several blocks, thus releasing valuable real estate for other uses. The project including razing the old Mexicano Railway depot and erecting the Valle de Mexico terminal, with freight yards 2½ to 7½ miles out of the city. This terminal, costing $29 million, features automatic switching and 17 hump retarders and 48 tracks.

During the past ten years, NdeM's use of diesel locomotives has increased tenfold. The new diesel shops at San Luis Potosi handle major overhauls. Two-thirds of the locomotives now being operated by the National are diesels. Readers who aim to see the other third, the steamers, should lose no time in visiting Mexico.

That country, with a population of 26 million, is enjoying rapid industrial expansion, with a resultant shortage of freight cars. The movement of U.S. cars over the border is subject to red tape and permits issued by the Association of American Railroads, often causing long

Southbound light freight basks in golden sunlight at Amecameca. Note the solid stone base of the water tower at the left.
Thomas Walsh, 2430 Pennsylvania Ave., N.W., Washington 7, D.C.

waits for shippers. Standardization of 600-plus miles of busy narrowgage lines aggravated the problem. To meet these needs, the system had modernized its carbuilding facilities. Its new main plant at Pachuca is building bright orange-colored freight cars at the rate of 1,200 a year.

THE ENGLISH-BUILT Mexicano Railway, 386 miles long, now tied into NdeM, is electrified for 64 miles through the mountains. Aside from the Ferrocarril Electrico del Pacifico in Costa Rica, this section is the only juice mainline in Central America. There was a time, not long ago, when the Mexicano had the distinction of operating four different gages: 2-foot, 2½-foot 3-foot, and standard, but the abandonment of three short branch lines ended the oddity. There are now two gages.

Since its merger, the Mexicano has been operating about twenty diesels. Its nine remaining post-war 2-8-O's are now handling NdeM traffic north of the capital.

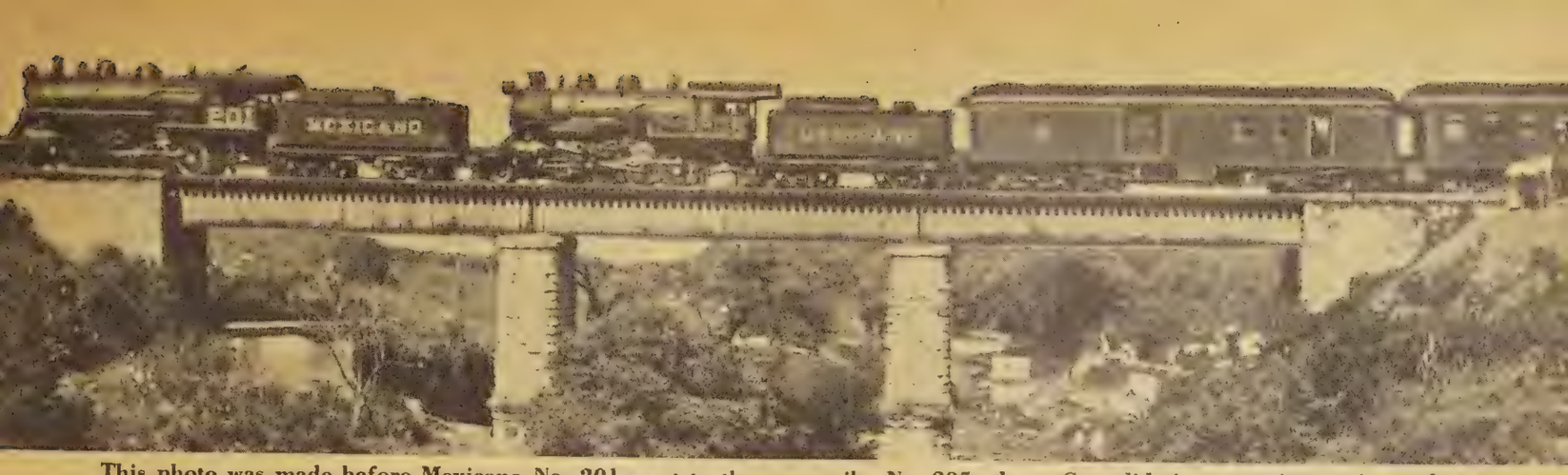
On a recent trip over the Mexicano I learned how widespread its changes in operation and motive power have been. Arriving at Buenavista station for the 7:30 daylight train to Veracruz, I bought a ticket to ride the dining-observation car *Huamantla,* a car similar to the *Potrero* on the day train from Veracruz. The difference in fare from *regular* first-class travel is typical of the low prices that prevail throughout Mexico—only 35 cents for the entire distance!

The front part of the car is an old-style Pullman setup: straight-backed plush seats facing each other in groups of four. This is somewhat more cozy than the slat-backed wooden seats you encounter in most second-class coaches, but you should walk through the tiny kitchen and the two-table dining area to the observation section. There you will see modernistic, tubular, lounge chairs offering a fine view from all sides. In fair weather you can stand on the rear observation platform and survey the engine smoke blowing across the arid plateau and feel like a candidate on a campaign tour.

At Buenavista station I was happy to find a three-cylinder Pacific, No. 135, on the head end. Recently even the NdeM Ten-wheelers and Consolidations which used to haul the mixed trains to Honey, Beristan, and Pachuca have been replaced by diesels. The train I was riding, however, no longer goes directly northeast from the capital but is routed northwest via the Valle de Mexico terminal and yards, rejoining the Mexicano main line by means of a freight cutoff ten miles north of the city.

This, for railfans, is an ideal arrangement. It offers a view, which otherwise you could not get, of heavy-duty steam power clanking and chugging about the yard, and dark smoke plumes rising skyward. If you don't have your camera handy at such a time you'll regret it as long as you live.

I was lucky in seeing a spick-and-span Niagara on an adjacent track moving majestically over to the northbound main. The bright morning sun glinted on the metallic stars that adorned the front of her cylinder-heads. Incidentally, because of its high altitude, Mexico City never has hot weather, even in summer, and early mornings are usually



This photo was made before Mexicano No. 201 went to the scrap pile. No. 205, also a Consolidation type, is running today.

quite cool. The cars are not heated. So if you travel at that time you should pick a seat on the sunny side.

We passed three of four NdeM diesels en route to Apizaco, a division point where we changed engines. It was depressing to find so few Mexicano steamers in the big roundhouse there. I realized that diesels had replaced some of the Mexicano's steam engines but I knew also that many steam engines from the National's Puebla Division were now assigned to the Mexicano.

It thrilled me to see a westbound freight depart with NdeM No. 221, a Mikado from the Nickel Plate Road, one of the only three Lima-built engines on the entire National system. I was surprised further to note that our train was given NdeM No. 2704 rather than another Mexicano Pacific. The 2704 had been bumped from the dieselized Mexico City-Oaxaca passenger run. She and eight sister engines comprise the last 4-6-4's now operating anywhere in North America.

After a pleasant sunny run most of the way, we encountered a heavy fog at Esperanza. Here again I saw much NdeM steam power, but now on passenger trains. The Mexicano switches to diesel locomotives instead of electrics. Two over-age General Electric motors have been retired, and the use of diesel power makes it unnecessary to change engines again at Paso del Macho. So our train made but a brief stop at this former electrified section limit, and went on to Veracruz.

Railroad dining-car service in Mexico, as everywhere else, is a money-losing proposition. This fact struck me with full force. Seated in the lounge in full view of the small dining section, I observed by actual count that only two persons used that service during the entire trip.

My reflections on the sad waste of manpower were cut short by seeing the cook, still in his clean white uniform, open the rear observation door and work the handbrake on the platform. Descending some 8,000 feet from Esperanza takes nearly four hours. He must have shivered from cold most of that time as he wound and released the ratchet-held brake wheels while the train careened through 15 miles and innumerable S curves—a trip that no tourist should miss!

THE NEED of NdeM for supplying motive power to the Mexicano has slowed down dieselization—which should make steam fans happy.

Last December 42 diesels arrived to replace the remaining steam on the Mexico and Puebla divisions, including the Mallets that are still thundering westward out of Oriental. However, according to the Superintendent of Operations, the retirement of 25 Mexicano steamers and the subsequent borrowing of diesels from elsewhere on the system will probably delay the farewell to steam on the Puebla Division until midsummer. Some of the Mallets will be scrapped around that time. Others will be sent to augment those previously assigned to the Centro Division out of Aguascalientes.

NdeM has a three-part timetable for steam replacement. The first stage, now completed, was dieselizing all northern divisions plus the main passenger trains and switching services in most terminals. This was necessitated by bad water conditions in desert areas.

Incidentally, if you drive your car through Mexican desert country be sure to carry your own drinking water. This is important. Travel books warn you to be careful what kind of water you drink in *any* part of Mexico. The drinking water served by first-class hotels and restaurants is bottled and perfectly safe, but the kind you get at small lunch stands is likely to cause dysentery. Don't let a bad case of diarrhea spoil an otherwise perfect vacation!

Steam locomotives displaced from northern Mexico were moved south. The second stage, requiring 122 units, is to dieselize these divisions: Queretaro, Mexico, Puebla (standard gage), Pacific (Salazar District), Durango, and Jalapa. The final stage (185 units) is to replace steam on the Guadalajara, Pacific, Centro (Aguscalientes), Puebla (Oaxaca), Veracruz Isthmus (VCI), North Tehuantepec, and Panamericano divisions.

Changing factors have altered this timetable. The Guadalajara Division, although in the third stage, was dieselized fully with 48 units two years ago. Fire had destroyed the Guadalajara shops

National 3033, Niagara type, leaving Valley of Mexico (Valle de Mexico) yards.
Recent photograph by the author.

While visiting Mexico you will see a great many native men, women, even children, who want to sell you beautiful handicraft at very low prices.

El Potosi & Chihuahua No. 7 belches black smoke in desert while climbing three percent grade to Sta. Eulalia. Recent photograph by the author.

and it would have been uneconomical to rebuild steam facilities needed for only a short time. Also, the Pacific Railroad, the former Southern Pacific Lines of Mexico, which the Mexican Government acquired in 1951, was totally dieselized in 1955. So no other steam facilities were available in Guadalajara.

The second stage was reversed somewhat. Jalapa Division was converted first, with 50 diesels. Increased traffic to the port of Veracruz affected this division most. Operating costs rose fast, one reason being that the ruling grade, which reached 3 percent, restricted a single Mallet to 565 tons or eight cars. New diesel shops have since been built at Jalapa. As most of the freight on this division is destined for Mexico City, the remaining steam on the connecting Puebla and Mexico divisions will be mopped up, for the most part, this summer.

To chart the current use of steam we'll start with the Centro Division from Felipe Pescador via Aguascalientes to Irapuato. On present assignment there are several 2-8-0's, most of the ex-Nickel Plate Mikados, and all 23 4-6-2's. Except for a switcher at Durango and a shop goat at Monterrey, this represents the northernmost assignment of NdeM steam power.

A pair of Ten-wheelers kept at Escalon for the Monday-only mixed train to Sierra Majado on the former Mexicano del Norte have not run since service on this line was suspended last fall. The main steam shops of MdeM are located at Aguascalientes, where at least a dozen locomotives get a heavy overhaul each month. Other good steam spots on the Centro Division, especially for doubleheading, are at Zacatecas, a helper terminal, and Encarnacion de Diaz. Once in a while you can see a Mallet under steam at Zacatecas, and don't miss the exquisite silver-wheeled Mogul assigned to the afternoon mixed train between Irapuato and Guanjuato.

QUERETARO DIVISION from Irapuato and Ecobedo to Mexico City operates all 32 Niagaras, a few ex-Florida East Coast 4-8-2's, and five rare 4-8-0's. Best spots for activity are at Celaya, Queretaro, and Tula. West from Mexico City on the line to Toluca, Acambaro, Morelia, and Uruapan., you will find some steam, mostly Mikados and Consolidations. Passenger service out of Mexico City to Toluca is now dieselized, but steam is used beyond that point. Acambaro, a former narrow-gage terminus, serves as home base for ex-narrow-gage Mikado 2250, bought in 1942 from the Denver & Rio Grande Western and converted when the line was standardized six years later.

The Mexico Division operates steam on branches northeast of the capital, especially at Pachuca. The FCM Division (formerly Mexicano Railway) has scattered steam between Mexico City and Veracruz, but Apizaco has the greatest concentration. The FCM electric locomotives are most accessible between Orizaba and Cordoba.

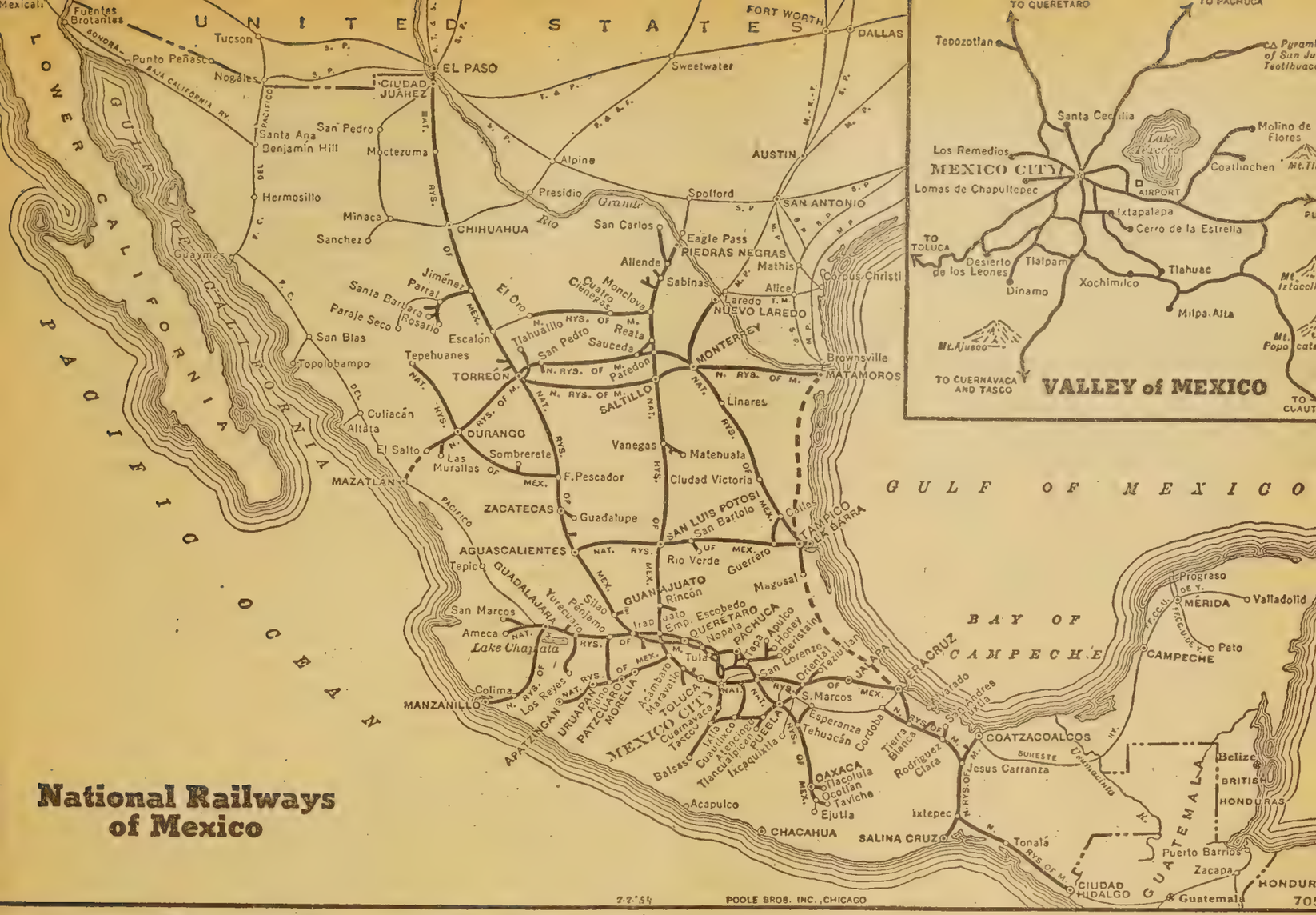
Steam on the Puebla Division is getting scarce, but if you don't wait too long before visiting the southern republic you will find some Mallets busy west of Oriental—and what a sight they make! There, too, you'll discover a wide variety of steam power, including seven isolated narrow-gage engines that protect the run to Teziulan.

Puebla still has some good steam power, but the high walls surrounding the old Interoceanico slim-gage shops discourage visiting there. Worth noting is a large cement company just west of Puebla (Cementos Atoyac S.A.), which operates a three-mile electric line with two small engines and a fair amount of street running.

At the nation's capital, all standard-gage locomotives, including the Mexicano, are serviced at the Valle de Mexico roundhouse, This is the newest and probably the largest roundhouse ever built on our continent. It is located near Tlalnepantla, about ten miles west by highway from the center of the capital. Before entering it you must get permission from NdeM's general offices. Late afternoon it the best time for photography. You could get a fine vantage point by standing on the highway at the north entrance, where a through, northbound, steam-powered freight will be accelerating onto the main line and putting on quite a show. Her crisp exhaust and heavy smoke are fascinating to contemplate.

Though doomed to be razed soon, the old Nonoalco shops in the capital continue to overhaul steam engines. I got a kick out of a bustling shop switcher, No. 639, rebuilt from an 1883 Baldwin narrow-gage. And there's an immaculate little 2-4-0, NdeM 601, on display in a park opposite the Buenavista station.

Narrow-gage steam action may be observed at many places, but the engine terminal and yards at San Lazaro in Mexico City are hard to get into. I



Most of Mexico's steam power is NdeM, but check your Official *Guide* for the other steam roads mentioned by our author.

suggest, instead, that you visit the towns of Cautla, Amecemeca, Los Reyes, Atencingo, and Atlixco. Much of the line runs across or near the main highways. It pays to be on the alert for possible meets. Despite what the timetable may say as to where mixed trains should pass, these narrow-gage trains are almost invariably late and often stay in the hole at unlikely places.

At Los Reyes, ten miles east of the capital, three passenger and mixed trains are scheduled to arrive and depart between 8:30 a.m. and 9:30 a.m. The branch running north from there to San Lorenzo is unusual in that the first 31 miles to Chilentenec are narrow-gage but the remaining 32 miles to San Lorenzo were standardized in 1949. Passengers in both directions change trains at Chiletepec. A somewhat similar situation crops up on the scheduled run between Puebla and Teziutlan. Passengers have to change at Oriental from standard to narrow gage for the rest of their trip.

Cautla also houses several slim-gage engines; and at noon both east and westbound passenger trains meet here, as well as the branch-line mixed train from Puenta de Ixtla. Noon hour is also the time for a three-way meet at Amecameca. Both north- and southbound freights stop here for a luncheon break and often are joined by the once-daily run on the industrial branch to San Rafael.

Engines 4 and 5 alternate in providing service on this former section of the San Rafael & Atlixco Railroad and are lettered *Fabrica del Papel de San Rafael.* You must get permission from the paper company's headquarters in Mexico City if you want to photograph their equipment at the San Rafael plant, so the 11.30 a.m. run to the junction at Amecameca provides a better opportunity. Here, the engineer customarily releases hot water from the locomotive boiler into the iron washtubs of three or four housewives, who stand around gossiping while they wait for this service.

The now standard-gage Oaxaca Subdivision is still in steam. Its branch-line mixed trains to Taviche and Tlacolula are pulled by Ten-wheelers that Baldwin built in 1881 for the old Mexican Central. Much of the system's oldest steam power is found in Oaxaca, including some narrow-gage engines rebuilt for standard-gage service. Tehuacan is another good spot on this subdivision. Here, as a rule you can see at least one of the former Florida East Coast's 4-8-2's.

The other three steam divisions run south of Veracruz. The VCI extends from Veracruz to Jesus Carrazza; the National de Tehuantepec, formerly an independent government-built line, bridges the Atlantic and Pacific oceans from Coatzacoales to Salina Cruz; and the Panamericano runs from Ixtepec via Tonala to the Guatemala border, for a connection with International Railways of Central America.

These lines are fully steam-powered, but are generally inaccessible to highways. Virtually all engines are 2-8-0's. The Panamericano Division, slated to be the last division to dieselize, is plagued by floods and high water to such an extent that some reserve steam

power will probably be kept. Most photogenic is the 10:00 a.m. mixed train from Veracruz on the branch to Alvarado, which is usually hauled by No. 816, a high-stepping ten-wheeler, built by Alco in 1896.

Turn now to other Mexican roads still using steam. Northernmost is the 797-mile Chihuahua al Pacifico, operated in three disconnected sections. This one was formed in 1955 by the merger of the Noreste de Mexico (Mexico Northwestern) and the Kansas City, Mexico & Orient. It operates southwest from Juarez, where about a dozen old steamers are stored for scrapping, via La Junta to Chihuahua, site of the company headquarters. The line also runs from Chihuahua to Ojinaga, where it connects with the Santa Fe Railway at Presidio, Texas, and from La Junta to creel.

The 158 miles west from Creel through the mountains to San Pedro has been under construction for years, but completion is expected soon. This will link the Los Mochis Division with the main part of the system, fulfilling the original builders' dream of a line from Kansas City to the Pacific.

A third isolated division swings out of Navojoa to Yabaros on the former Rio Mayo. Today steam has been eliminated on all divisions of this railroad except Los Mochis, where 12 second-hand Consolidations and Mikados from the U.S. are spending their Indian summer. The company plans to retire the last of them before August.

Also at Los Mochis you can see four steam engines of the Mexicano del Pacifico (Mexican Pacific). This 42-mile line is a common carrier but runs only six months a year, December to May, during the milling season of the large sugar company that owns it.

Similarly at Culiacan, some 150 miles south, are four iron horses that include two ex-army Porters of the Occidental de Mexico (Mexican Western). This 32-mile road, although active the year round, is also affected by the milling season of the sugar company at Navolato. Two odd little gas doodlebugs give a moderate amount of passenger service.

Much has been written about the former Southern Pacific Lines in Mexico, running down the west coast from Nogales to Guadalajara. Virtually unnoticed, however, is the Nacorzari Railroad which even today operates with SP power. It runs 83 miles north from Nacorzari to the border town of Agna Prieta, but motive power is serviced and stored one mile away at Douglas, Arizona.

Late in the afternoon of January 10, 1959, I went to the station at Agua Prieta for the end of the run of the daily-except-Sunday mixed train. Its consist had already been deposited, and SP Consolidation 3406 was proceeding light across the border to the

Oilburning Mike at Valle de Mexico roundhouse. Our front-cover cameraman, Victor Hand, made this shot with help from a native hostler and a smiling, dark-eyed *señorita*. Vic could not speak enough Spanish to ask the *maquinista* to move the *locomotora* forward and turn on its headlight, but the Mexican girl solved his problem by volunteering to act as interpreter.

Retired iron horses on permanent display. (Left) The 22-ton veteran is at Buenavista depot in Mexico City. (Right) An old woodburner of the Yucatan road in front of Merida station. All photos on page 23 by the author.

Douglas roundhouse. Racing back, I managed to snap a picture before she entered her stall. Inside, a small group of railroaders dismally watched her fire being dropped for the last time. A shiny new diesel had just replaced this gallant old warhorse. It was a dramatic scene. I had just witnessed, on an unheralded day, the final regularly scheduled steam operation on the giant Southern Pacific!

ALTHOUGH the Chihuahua al Pacific no longer services steam power at its main shops in Chihuahua, you should visit this northern Mexican city. A satisfying steam operation still exists on the Ferroccarril El Potisi & Chihuahua, sometimes referred to as the Saint Eulalia Mineral Railroad. Actually, it is two railroads, almost parallelling each other from the Morse smelter three miles south of town, to Sta. Eulalia in the mountains 15 miles away.

The decription in the *Official Guide* suggests an inaccessible, industrial-type railroad. Nothing could be further from the truth. This line runs through a desert valley and then does some plain and fancy mountain-climbing. The eastern line is electrified and serviced by bright green, little, GE locomotives built in 1925. The western line, only a few hundred feet away, is operated by one of two narrow-gage Baldwins, also built in '25.

Since there is a fair stretch of 3 and 4 percent grades, the freights are run up on wide-open throttle right from the start. Under full power, a train will barrel across the flat ten-mile stretch of desert at a fast clip, probably over 50 miles an hour, and gradually slow down to 30, 20, and finally ten. In this all-out exertion the exhaust literally barks. Filling the slender gap between mountains is some of the densest and most copious smoke I have ever seen.

Moving south from Chihuahua, you pass the former mining lines of the Carmargo & Oeste and the Parral & Durango. These lines are still represented on most current highway and rail maps but both have been suspended since 1952. Engine No. 7 of the Parral & Durango is now No. 3 of the Coahuila & Zacatecas, which, in my opinion, is the most exciting and unusual narrow-gage railroad in Mexico.

This line runs 78 miles southwest from Saltillo to the mining town of Concepcion de Oro and has a 17-mile branch from Avalos to San Pedro. A passenger train operates every day but Sunday, departing 7:00 a.m. from Saltillo; and on Wednesdays only, passenger service is run on the San Pedro branch. The regular engine, Ten-wheeler No. 7 boasts a bright green and orange tender. Wooden open-ended coaches are painted a robin's egg blue.

Since the round trip takes all day, your best method of riding and photographing the line is to travel with another railfan. One fellow can ride the train to Concepcion de Oro while the other drives an automobile in the morning, then the two can switch positions for the return trip to Saltillo.

For the first 24 miles an unpaved highway is pretty much in sight of the railroad, but further on both the C&Z and the NdeM split and move far away from the road. Where the line crosses the highway about three miles from

Southern Pacific's last scheduled steam run ended Jan. 10, 1959, with No. 3406, assigned to Nacozari RR. in Mexico, pulling into Douglas, Ariz., enginehouse.

Eleven Yucatan engines are 4-4-0's. No. 7 (Baldwin '87) is shown at Progresso.

Yucatan's oldest 10-wheeler, No. 40 (Baldwin '03), is taking mixed train to Peto.
The above two photos by the author.

NdeM 3047 at Escobedo Jct., northernmost steam point on Mexico-Laredo line.
Victor Hand, 1620 Ditmas Ave., Brooklyn, N.Y.

Concepcion de Oro you can take your best action shots.

One day recently I followed the passenger train by car to Carneros, where the railroad turns sharply west, and then sped on to Concepcion de Oro. Arriving there at 10 a.m., I was just in time to see the sole engine of Mazapil Copper Company, a dark metallic blue 0-6-0 Baldwin built in 1901, start her morning's work. On adjacent tracks, small upright electrics toted cars of copper ore for the mill. The Coahuila & Zacatecas usually dispatches two freights in each direction daily except Sunday, and the freight leaving Saltillo at 3 a.m. is due at Concepcion de Oro eight hours later.

Returning to the crossing north of town, I was rewarded by seeing a doubleheaded freight pound by at full throttle as the engineers attempted to breast the sharp hills leading into town. Engine 12 was in the lead, with ex-NdeM 261 cut in seven cars back. While rounding a sharp S curve 1000 feet up the track, each engine gave a feeble toot on her whistle and clanked to a stop.

After a half-hour they accumulated enough steam to drag the train up the stiff grade for the final pull into town. The timing was close, for only few minutes behind came the passenger train. Although the latter had picked up a coal car left by the freight at Avalos, it did not stall on the hill, and nearly clipped the rear of the freight before clearing the yards at Concepcion de Oro.

ONE of the most obscure steam operations in Mexico is that of SCOP (Secretary of Communications & Public Works), which runs a construction line from Tuxpan to La Guadalupe. Located 80 miles in any direction from the nearest rail line, it is working to connect Magosal, below Tampico, with Honey, thus forming a new Gulf link to Mexico City.

This 145-mile route will cut in one-third the distance necessary to transport cargo from Tampico to Mexico City. Later, an additional line is planned south from La Guadalupe to Veracruz. Equipment includes three Consolidations, all three built by Baldwin between 1903 and 1907.

Connoisseurs of vintage equipment should take a one-day round trip on the main highway from Veraeruz south to Coatzacoalcos. Ten miles after crossing the Alvarado ferry at San Francisco, Mexico, you come to the sugar

Praire-type engine, Baldwin-built in 1896 but far from senile, works for a sugar plant in Mexican town of San Francisco.
Both photos on this page by the author.

No. 1, the Mazil Copper Company's sole locomotive, is given a ride on the old "armstrong" turntable at Concepcion de Oro.

MEXICAN STEAM LOCOMOTIVES

United Railways of Yucatan (Narrow Gage)

Loco. Numbers	Class	Dri.	Cyls.	Weight	Tr. Ef.	Builder, Date
0-6-0 (Six-wheel Switcher) Type						
46	B	44	16x20	64,000	15,800	Baldwin 1904
71	B	44	16x20	72,000	15,600	Baldwin 1925
2-6-0 (Mogul) Type						
51, 52	E	42	14x18	59,000	11,700	Alco 1902
75-79	E	40	13x18	57,000	10,320	Baldwin 1928
2-8-0 (Consolidation) Type						
18, 19	G	38	16x20	90,000	20,610	Baldwin 1913
119	G	37	17x20	88,000	19,264	Baldwin 1895 (ex. MdeIS)
161, 163, 164, 171, 172	G	38	16x20	98,460	20,042	Alco-Schen. 1900 (ex NdeM)
4-40 (American) Type						
27	D	45	12x18	45,000	8,800	Baldwin 1889
28	D	45	12x18	47,565	7,840	Baldwin 1898
32, 33	D	45	12x18	44,480	6,370	Baldwin 1884
50	D	45	12x18	44,480	6,370	Baldwin 1901
57	D	45	13x18	46,300	7,480	Baldwin 1892
65, 66	D	46	13x18	51,000	9,000	Baldwin 1916
67, 68	D	46	13x18	57,000	9,000	Baldwin 1923
74	D	46	12x18	57,000	9,000	Baldwin 1925
80, 81	D	46	13x20	63,000	9,000	Baldwin 1945
4-6-0 (Ten-wheeler) Type						
40	F	44	15x20	72,700	15,660	Baldwin 1903
43, 44	F	44	15x20	72,700	15,660	Baldwin 1904
47, 48	F	44	15x20	73,000	13,900	Baldwin 1916
69, 70	F	44	15x20	75,400	13,900	Baldwin 1917
72, 73	F	44	15x20	74,000	13,900	Baldwin 1925
182	F	49	17x20	109,283	18,048	Baldwin 1924

United Railways of Yucatan (Standard Gage)

Loco. Numbers	Class	Dri.	Cyls.	Weight	Tr. Ef.	Builder, Date
0-6-0 (Six-wheel Switcher) Type						
14	B	38	13x13	58,800	13,600	Dickson 1903
8, 20	B	40	14x20	64,500	13,230	Vulcan 1918
2-6-0 (Mogul) Type						
11, 12	E	52	15x24	75,000	16,200	Alco-Pitts. 1900, '02
4-4-0 (American) Type						
4	D	66	17x24	100,000	13,600	Baldwin 1914
5-7	D	66	18x24	89,020	13,000	Baldwin 1887
4-4-2 (Atlantic) Type						
16	C	68	18x24	120,000	17,500	Baldwin 1904
4-6-0 (Ten-wheeler) Type						
17	F	48	15x24	86,200	16,200	Porter 1918
23015	F	56	17½x24	86,000	15,619	Baldwin 1888 (lettered SCOP)
73213	F	60	19x24	113,000	22,093	Baldwin 1895 (lettered SCOP)

Ferrocarril Mexicano (Standard Gage)

Loco. Numbers	Class	Dri.	Cyls.	Weight	Tr. Ef.	Builder, Date
2-8-0 (Consolidation) Type						
52	G-23	50	20x26	143,614	30,975	Baldwin 1904
63	G-24	50	20x26	142,514	30,975	Baldwin 1904
81-82, 85, 86, 91	GR-26	55	22x26	211,420	38,896	Alco-Cooke 1904 (ex. NdeM)
200, 203-210	GR-27	54	22x28	196,790	42,862	Baldwin 1921
211-214, 216-220	GR-28	60	22x28	163,680	43,300	Baldwin 1946
304	GR-42	53	27x30	198,835	45,516	Baldwin 1906 (ex. NdeM)
4-6-2 (Pacific) Type						
121, 122	MR-2	63	23x28	216,491	36,000	Baldwin 1910
130-133	MR-3	69	20x28	250,970	41,400	Alco-Schen. 1928
134-136	MR-3	69	20x28	250,970	41,400	Alco-Montreal 1938

Coahuila & Zacatecas (Narrow Gage)

Loco. Numbers	Dri.	Cyls.	Tr. Ef.	Builder, Date
2-8-0 (Consolidation) Type				
1, 2	38	16x20	16,033	Baldwin 1897
3	40	16x20	18,325	Baldwin 1908
8	38	16x20	18,716	Baldwin 1906
10	38	16x20	23,081	Baldwin 1908
11	38	16x20	23,081	Baldwin 1909
12	38	16x20	24,023	Baldwin 1911
261, 273, 279	41	18x22	24,523	Baldwin 1921 (ex. NdeM)
4-6-0 (Ten-wheeler) Type				
6	47	14x20	18,716	Baldwin 1904
7	47	14x20	18,716	Baldwin 1907

National Railways of Mexico (Narrow Gage)

Loco. Numbers	Class	Dri.	Cyls.	Weight	Tr. Ef.	Builder, Date
2-8-0 (Consolidation) Type						
60, 66, 67, 69, 70	G-023	38	16x20	98,460	20,042	Alco-Sch. 1900 (ltd. FCI)
73-75	G-024	38	16x20	98,460	20,042	Baldwin 1904 (lettered FCI)
142-145	G-024	38	16x20	98,460	20,042	Baldwin 1904 (lettered OM)
76, 77	G-025	38	16x20	100,380	20,042	Baldwin 1900 (lettered FCI)
245	G-026	38	16x20	94,092	20,042	Baldwin 1892
251	G-027	38	16x20	89,000	23,272	Baldwin 1900
254-256	G-028	38	17x20	99,724	23,272	Baldwin 1899
260	G-029	41	18x22	110,265	26,600	Baldwin 1900
262, 263, 265, 267-272, 275-278, 280, 281	G-030	41	18x22	110,265	26,600	Baldwin 1921
282, 284, 286-288	G-030	41	18x22	110,265	26,600	Baldwin 1924
4-6-0 (Ten-wheeler) Type						
185, 186, 188, 190	F-013	49	17x20	109,283	18,048	Baldwin 1924

railroad of the SCA&I. (Cooperative Society of Agriculture & Industry). This line boasts five tiny two-feet-gage engines of mixed breeds. The one-spot is an 0-4-2, built by Porter, in 1895, while No. 2 is an equally unusual 0-4-4 (Baldwin, 1896), with a yellow wooden cab. No. 3 is a 1925 Koppel, assembled in Mexico City, and Nos. 4 and 5 are the only two narrow-gage 2-6-2's in Mexico. These engines, lettered *Ingenio San Francisco SCL* on square saddle tanks, were built by Baldwin in 1896.

Fifty miles futher south, at San Juan Covarrubias, is the CIASA sugar line. New engine sheds were built a few months ago to house five narrow-and one standard-gage engines. Except for No. 4, built by Koppel, the slim-gagers were built by Baldwin between 1898 and 1901. No. 5 is a Mogul; the rest are Consolidations. Ex-NdeM No. 101, a 1926 Baldwin, is the last of the otherwise extinct standard-gage 2-6-2's in the country. Milling season from January to May is the best time to see these lines.

After a short visit to the terminus of the National de Tehuantepec Division at Coatzaocoales, you could complete a day's excursion by crossing the river to Allende. This is the starting point of the Sureste Railway, the connecting rail link to the United Railways of the Yucatan. The Sureste has one of its two stored-serviceable steam locomotives parked outside, bearing the improbable engine number 23040. Also available is a wildly futuristic motor train that must be seen to be believed.

Now we come to the United Railways of the Yucatan. Some of the equipment on this road looks about the same age as the ancient Mayan ruins on the peninsula. Many wooden coaches are flat-roofed, and there are eleven American-type locomotives.

Through passenger trains from Campeche to Merida are now hauled by Sureste diesels, as are the Pemex tank-car freights. All other passenger service is steam-powered. As for steam engines, six slim-gagers were bought from the NdeM in 1958 and earlier two 19th century standard-gage Ten-wheelers came from the Sureste.

The United Railways of the Yucatan was formed in 1902 by merging three separate rail lines and two pier companies. Except for the standard-gage Merida-Progreso line, all trackage was narrow-gage until the pending completion of the Sureste Railway to Campecho made it advisable to standardize

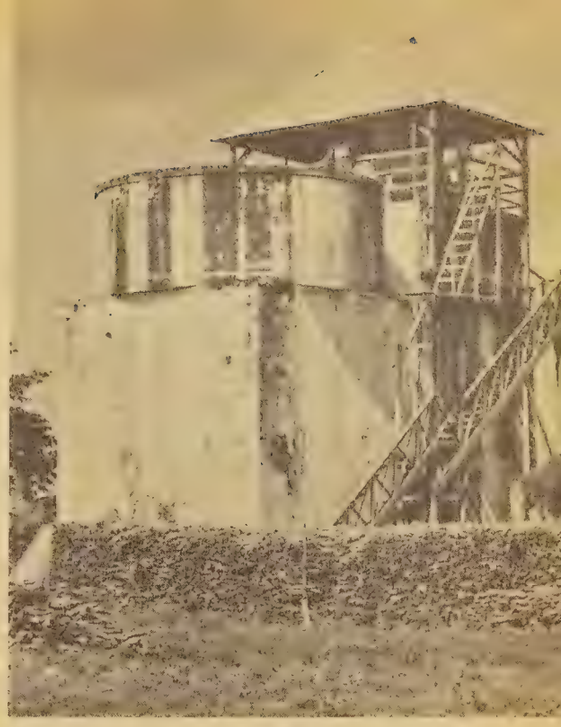
National Railways of Mexico (Standard Gage)

Loco. Numbers	Class	Dri.	Cyls.	Weight	Tr. Ef.	Builder, Date
0-6-0T (Forney 6-Coupled Type)						
507	B-6	43½	15x22	70,000	14,509	Kitson 1901 (lettered NdeT)
0-6-0 (Six-wheel Switcher) Type						
611, 618, 620, 621, 624, 625, 627, 630, 631, 633	B-12	50	19x24	126,000	26,512	Alco-Brooks Baldwin, 1903-'07
0-8-0T (Baltic) Type						
639	C-1	36	16x20	85,708	16,467	Baldwin 1881 (ex. n.g.)
2-4-2T (Forney 4-Coupled) Type						
2501	L-1	46	16x24	121,275	15,894	Alco-Dickson 1907 (shop sw.)
2-6-0 (Mogul) Type						
658, 661, 664, 667	E-4	63	20x26	168,370	28,064	Alco-Cooke 1904
671-672	ER-7	55	19x24	135,000	24,102	Alco-Cooke 1906
2-8-0 (Consolidation) Type						
524, 526	G-5	56	20x26	132,000	28,414	Baldwin 1901-'03 (NdeT)
535, 542, 545, 550	G-6	56	20x26	132,000	28,414	Baldwin 1906-'07 (NdeT)
900-907	GR-3	41	18x22	118,000	26,600	Alco 1936 (ex. n.g.)
930-931	G-2	41	18x22	114,000	26,600	Alco 1921 (ex. n.g. 264, 274)
1080	G-14	55	21x26	180,000	31,896	Baldwin 1900
1124-1126, 1128, 1130	G-15	61½	21x30	179,133	32,914	Baldwin 1902 (ex. EP&SW)
1137-1144, 1146-1156	GR-20	55	21x28	166,000	34,350	Alco 1921
1157-1191	GR-20	55	21x28	166,000	34,350	Baldwin 1921
1233-1236	GR-23	53½	21x28	161,000	35,313	Alco 1921
1237-1238	G-24	50	20x26	170,856	35,360	Baldwin 1921
1243, 1245, 1247, 1249, 1250, 1272, 1273, 1282, 1294, 1296, 1303	GR-26	55	22x26	211,863	38,896	Alco-Cooke 1904
1259, 1278	G-26	55	21x26	182,300	35,440	Alco-Cooke 1904
1307, 1313, 1319, 1327, 1331, 1333, 1335, 1336, 1338, 1339, 1343-1346, 1348, 1349, 1356, 1357, 1359, 1362	GR-32 GR-34	55 58	21x26	218,037	38,896	Alco-Cooke 1906
1386, 1390, 1395, 1398, 1399, 1414, 1420, 1424	GR-38 GR-39	52 63	21x30	200,500	38,778	Alco-Cooke 1902-'03
1448	GR-40	63	22x28	197,534	49,089	Alco 1934
1450-1451			24x30	204,600	43,131	Baldwin 1906 (ex. RI)
1459			23½x30	223,271	43,558	Alco-Schen. 1910
1482	GR-41	55	23x30	225,972	49,052	Alco-Schen. 1910
1506, 1507, 1517	GR-42	58	23x30	229,281	46,516	Baldwin 1906
1551-1558, 1560, 1562, 1563						
1565-1572, 1574-1586	GR-43	61	25x32	238,000	51,600	Alco-Schen. 1909-1913 (ex. C&NW)
1561	GR-43	61	25x32	238,000	51,600	Baldwin 1910 (ex. C&NW)
1650-1652, 1654-1656	GR-52	61	22x28	191,430	40,000	Baldwin 1922-1923 (ex. NS)
1784	GR-48	57	25x30	243,000	48,500	Baldwin 1921 (ex StLSW)
2-8-2 (Mikado) Type						
1297	KR-1	48	20x28	180,000	35,700	Baldwin 1904
2102-2105	KR-1	48	20x28	180,000	35,700	Baldwin 1921
2106-2113, 2121-2135	KR-2	57	25x30	270,000	53,125	Baldwin 1921
2114-2120	KR-2	57	25x30	270,000	53,125	Alco 1921
2137-2139, 2141-2145	KR-2	57	25x30	270,000	53,125	Baldwin 1924
2203, 2206, 2209, 2211, 2213,	KR-3	63	26x30	270,000	54,700	Baldwin 1918 (exNKP)
2207, 2208, 2214	KR-3	63	26x30	270,000	54,700	Alco-Schen. 1918 (ex. NKP)
2220, 2221, 2224	KR-3	63	26x30	270,000	54,700	Lima 1923-'24 (ex. NKP)
2250	KR-7	40	17x22	146,520	27,021	Baldwin 1903 (ex. n.g. D&RGW)
2-8-4 (Berkshire) Type						
3350-3352	UR-1	63	23½x30	335,400	49,000	Baldwin 1939 (ex NS)
2-6-6-2 (Articulated) Type						
2003, 2004, 2006, 2008, 2009,			16x20	70,000	12,593	
2015, 2018-2020, 2022	HR-3	56	21½x33x32	338,000	63,394	Baldwin 1911
2030-2037	HR-4	57	18x30x30	394,000	72,474	Alco 1938
4-6-0T (Ten-wheeler Tank) Type						
701	F-1	48				Baldwin, 1887 (ex. n.g.)
4-6-0 (Ten-wheeler) Type						
703, 705, 713, 723	F-2	56	17½x24	86,000	15,619	Baldwin 1881-'88
766	F-22	50	18x24	113,561	23,134	Baldwin 1903
775, 783, 790	F-25	60	20x24	147,000	24,480	Alco-Brooks 1896-'97
815-816	F-32	56	20x24	147,000	26,229	Alco-Brooks 1896
818	F-33	56	20x24	148,000	26,229	Alco-Brooks 1895
830, 833, 834	FR-34	69	20½x28	205,192	28,991	Alco-Brooks 1902
831	F-34	69	20x28	172,000	27,594	Alco-Brooks 1902
852, 857-858, 867, 871, 873, 881, 886, 893	F-36	62	20x28	159,394	27,639	Alco-Brooks 1903 (ex. IC)
4-6-2 (Pacific) Type						
2511-2524, 2526-2529	MR-6	67	25x28	256,000	39,963	Baldwin 1921
2530, 2532-2533	MR-6	67	25x28	256,000	39,963	Baldwin 1924
2686-2687	MR-7	67	20x28	271,827	39,624	Alco 1928
4-6-4 (Hudson) Type						
2700-2704, 2706-2709	NR-1	73	22½x28	292,000	41,300	Alco 1938
4-8-0 (Twelve-wheeler) Type						
2856	PR-7	67	28x28	276,950	55,699	Baldwin 1924
3000-3004	PR-8	67	28x28	288,000	55,700	Baldwin 1935
4-8-2 (Mountain) Type						
3201	TR-1	68	25x28	287,000	43,116	Alco 1923 (ex. FEC)
3300, 3304-3307, 3309-3310, 3313, 3315-3317, 3319	TR-3	73	26x28	321,500	44,079	Alco 1925 (ex. FEC)
4-8-4 (Northern) Type						
3025-3032, 3049-3056	UR-1	70	25x30	387,000	57,000	Alco 1946
3033-3048	UR-1	70	25x30	387,000	57,000	Baldwin 1946

the Merida-Campeche line, years ago.

Yucatan traffic is declining. Most of the sisal, chief crop in the area, is now being transported by truck, while buses are siphoning off the passenger business. Many villages along the seven lines radiating out from Merida are isolated from any highways so twenty passenger trains a day are still being dispatched in and out of Merida. The railroad is bankrupt, but since majority ownership is vested with the province of Yucatan, service will be continued indefinitely.

The railroad does not publish a timetable as such, but you can find complete schedules in the *Guia Peninsular* (Guide of the Peninsula), sold locally



This equipment takes some minerals out of the water used by locomotives of United Railways of Yucatan. Note pile of fuel for woodburning engines.
All three photos by Philip T. Leonard

"Wooding up" Yucatan No. 20. Warning against unsafe drinking water is stenciled on the side of her tender.

Slim-gage Mogul No. 75 pulls out of Merida station with daily passenger train to Peto in Mayan Indian area.

for 25 cents. The most enjoyable method of reaching the station from any downtown hotel is by horse-drawn cab (*calesa*), of which Merida has dozens. After passing narrow-gage woodburner No. 52 on display in front, you enter the dimly-lit terminal from which antique trains depart. Unfortunately for photographers, all trains run through a wye behind the engine shops north of the station and come in backwards.

The LaPlancha roundhouse, located within a rectangular building, is replete with both standard-and narrow-gage locomotives. Most engines are in a state of disrepair, but among those still operative is balloon-stacker No. 47, last of the woodburners. She still runs occasionally.

An interesting bit of history concerns operation of the four daily standard-gage trains between Merida and Progreso. About ten years ago, a diesel replaced 4-4-0 No. 7, an 1887 Baldwin. This diesel has since been relegated to freight service while old No. 7 continues to wheel all passenger trains on the 22-mile run to Progreso. The run takes fifty minutes and costs exactly one peso (eight cents), possibly the biggest travel bargain anywhere.

The train carries one first-class and one second-class car, an express car, and occasionally a boxcar destined for the Progreso piers. The 66-inch drivers of No. 7 give tremendous speed, which I personally paced at 62 miles an hour. It's pretty fair performance for a 73-year-old engine. Another indelible memory was riding the early evening train from Progresso in the unlighted first-class coach and looking out on the flat tropical countryside, illuminated by orange flashes from the oil fire of old No. 7 as she ripped through the night at an exciting mile a minute.

Are you convinced now that you should visit Mexico this year? Take along plenty of film and, if you drive, a supply of drinking water also, and you'll see the last great stand of steam power in America.

HERE are a few bits of Spanish that you may find useful. If you are not sure of the right pronunciation, write your question in Spanish on a slip of paper and show it to a native who is likely to know the answer. As I said, the Mexicans are friendly people and will try to please you.

First class coach, *carro prima*; dining, car, *carro comedor;* parlor-observation, *salon onservacion;* sleeping car, *carro dormitorio;* tickets, *boletos;* narrow gage, *via angosta;* standard gage, *via ancha;* locomotive, locomotora (or *maquina*); shops, *talleres*; station, *estacion;* steam, *vapor;* engineer, *maquinista;* fireman, *fogonero,* and railroad, *ferrocarril.*

To find out the fare, ask, *"Cuanto es la tariffa?"* The word *cuanto* (pronounced kwanto) means "How much?" It's a good word to use when you desire to buy anything at all in Mexico. Just point to the merchandise and ask, *"Cuanto?"*

If you want the engineer to shut off the smoke or steam that is likely to spoil your picture, say politely, *"Hagame el favor de cerrar el soplador para tomar una buena fotografia, el vapor impide una buena vista."*

If the engine is parked in a bad spot and you wish to request that she be moved into the clear, try this: *"Podria usted mover la locomotora a la claridad per favor. Deseo tomar und fotografia de la maquina."*

If you want to know what other types of steam locomotives are operating out of the terminal, ask him, *"Que otros tipos de locomotora operan o funcionan en este terminal?"* He could answer by using his fingers to designate wheel arrangements.

If someone does you a favor such as moving an engine, you should send him photographs. To explain this and get his name and address, say, *"Podria darme su nombre y dirreccion para enviarle unas copias de las fotos."*

Some grasp of the Spanish language will help, of course, but you don't really need it to enjoy a vacation in the steam-engine paradise south of the Rio Grande. And while you are there, observe the

Trolleys in Mexico

by STEPHEN D. MAGUIRE

ONE SATURDAY morning eight years ago a big wooden and steel trolley car, No. 800, rolled out of La Venta, in the hills west of Mexico City, for what was expected to be a routine run to the capital. It was full of shoppers and their families, laughing and chattering. Good brakes were important on such a run, for the route dropped a thousand feet or so in ten miles, and partway down this long slope the trolley was scheduled to turn into a passing track and wait for car 801, coming uphill; but good brakes it lacked.

Car 800 never made the passing track. Before it could reach that point, it was going so fast that the frantic motorman could not slow down with all the airbrake, handbrake and motor drag he could throw on.

Then No. 801 loomed directly in their path. The frightened passengers fell silent. Then a *señorita* screamed. The cars met head-on with a loud crunch, a shattering of glass and splintering of wood, as they telescoped. One car tumbled over and caught fire. Swirling flames added to the horror. Eighty men, women and children perished that day, February 21, 1953, in one of the worst wrecks known to transit history.

The directors of that public-owned system did not resume service on the La Venta line because the cost of making it safe was prohibitive, and they tore up the rails. Buses took over the route. But instead of junking all of Mexico City's remaining trolley lines they decided to bring them up to date; and this they have done, despite pres-

El Potosi & Chihuahua electric locomotive standing near Sta. Eulalia enginehouse. Recent photograph by the author.

Mexico City: (left) Car 2168, formerly Detroit Street Railways 168, on Obregon line, is crossing Paseo de la Reforma. (Above) Paycar numbered 0.
(Left) Richard F. Glaze; (above) Stephen D. Maguire

sure from the bus interests. They have gone even futher, making some lines rapid transit.

Why did Mexico City keep its streetcars, which other municipalities were throwing out? Let's look at the capital itself. A metropolis of three million people, Mexico City enjoys sunny days and cool nights, even in summer, because of its high altitude. Such climate seems to favor a primitive way of living. While the city boasts wide and beautiful, thoroughfares like the Paseo de la Reforma, it also has a large slum district: lanes of adobe huts without windows, places where an entire family and its livestock may live in one bare room!

Poverty is such a built-in problem, even after years of enlightened government, that any transit line serving the city must operate at low cost. For years the streetcar fare was equivalent to one American cent. Rolling stock must be economical to buy and cheap to operate. That indicated trolleys.

Many downtown streets are afflicted with "slow but reckless" motor traffic. The city has very few traffic lights. No bus could get through that kind of snarl nearly so well as a PCC with its quick, smooth starts. Streetcars often make better time than private automobiles. And finally, with its heavy non-motorcar population, the capital needed units which carry lots of people—trolleys, of course.

Yet when they promised to bring the system up to date, the Servico officials put their heads in a sling. Their rolling stock was junk. Eight years earlier they had taken over the system from the Canadian-owned Mexican Tramways Company. The Canadians had used their meager funds to extend track and buy 139 freight cars for the truck gardeners. They had acquired 84 funeral trolleys all of them gone now. Their 400 passenger cars were, to say the least, worn out.

In eight years the new Servico de Transportes Electricos de Distrito Federal had bought only one car, a new PCC from the St. Louis Car Co., which they proudly numbered 2000 and put in service at extra fare on the 15-mile run to Xochimilco, a tropical resort spot with an ancient canal, popular for Sunday outings in flower-festooned boats.

This PCC had made friends. It could start and stop on a peso, without a jolt, and it ran quietly on rubber wheels. Even so, many idle PCC's were being stored in the United States. The Servico bought 94 from Detroit, 90 from Minneapolis. Original numbers were prefixed by two. The Detroit cars are 2102 to 2286; the Minneapolis cars 2299 up.

The 2299 had been built in 1944 for the Pittsburgh Railways as No. 1547 and later sent as a sample to Minneapolis, where it became No. 300. Today it stands in the Mexico City yard not in use. The famous PCC 2000 has been scrapped. The last Peter Witt car, No. 649, is kept for yard service. Nearly fifty of these, bought new in 1926 from Brill Co., Philadelphia, were offered to the Tampico and Veracruz street railways in Mexico, which have recently bought ten of them. The rest are still for sale.

In 1945 the old yellow cars plied their weary way over 250 miles of city, suburban, and near-interurban trackage, twenty-four routes in all. Today the 257 PCC's run on thirteen routes over 200 miles of rail.

At one time nearly all of the capital's streetcars started at the old Aztec plaza, the Zocalo, scene of many an ancient bloody rite and glittering pageant. Facing the square you find the offices of the

No. 2225, ex-DSR 225, is southbound on Calzada de Talplan in Mexico City.
Photo by Richard F. Glaze member of ERA

President of the Republic and nearby, the Cathedral of Mexico, North America's largest and oldest church. But today the Zocalo has no track; the new single-enders run on downtown loops. As final evidence of upgrading, an old car barn was torn down and 1957 and replaced by the modern Tetepilco barn costing $3 million.

ELSEWHERE in Mexico the trolley has not fared so well. Formerly it clanged along in Aguascalientes, Chihuahua, Torreon, Colima, Pachuca, Guadalajara, Toluca, Monterrey, Pueblad, Catorce, New Laredo, Juarez, Tampico, and Veracruz—500 miles in all. Horse-cars plodded over the streets of La Barca, Tequila, Celaya and many other small towns. Last horse-car was a private line from a big *rancho* to the Pensacola station of the Mexicano Railway, which saw its final passenger train in 1959. Now there are no horse-cars.

But juice lines still operate at Juarez, Tampico, and Veracruz. The Juarez run is an extension of El Paso City Lines, Inc., of Texas, which crosses the International Bridge and makes a three-mile loop. Service is by PCC's built twenty years ago for the San Diego Electric Railway. These cars are kept in good shape, and the operators deny they are about to be replaced by busses.

Thousands of Juarez residents work in El Paso, and each one must be cleared by customs and immigration, a big job morning and evening. By streamlining the task—cars now have the seats in two long rows— and by using common sense it is possible for rush-hour cars to run on a two-minute headway. This line was covered in the January, 1952, issue of *Railroad Magazine*.

Two big Gulf seaports, Tampico and Veracruz, have trolley lines. Tampico today is a drab city. Once a fishing village of hovels on oily mud, it became an oil boom town in 1900. American and British tycoons bought out the local politicians and treated the Mexicans with contempt. For twenty years the city remained a slum. It was not till the oil began to wane, after 1920, that the government took charge, expropriated the oil lands, and began to clean up the city.

Tampico's once-busy trolley system is now bus except for a six-mile rail line to Miramar Beach. From a downtown loop the line moves onto double-track on its own right-of-way.

Once it was British, but years ago the lines were sold to employees and are now the Sociedad Cooperative de Transportes Electricos de Tampico, SCL. The beach line used long wooden-and-steel cars with some matching trailers, but by 1957 so many of the 35-year-old models were breaking down that the cooperative bought ten PCC's from Kansas City. These cars bear the same numbers they had in U.S.A. Older cars remain in use during rush hours.

Tourists crossing the border between El Paso, Texas, and Juarez, Mexico, like this decorated car, No. 1511, shown outside Mexican Central Railroad station.
Stephen D. Maguire, 1411 River Rd., Belmar, N.J.

The beach line has competition from busses, but its fast right-of-way and easy-riding cars are more than a match. Even a hurricane failed to put it out of business. After Hilda had struck, the co-op soon repaired its property and resumed service. Meanwhile, the cars had been sheltering homeless families.

Farther south is Mexico's oldest seaport, Veracruz, the "gateway to Mexico." This city was named the True Cross by Cortes, who landed there in 1510 and conquered the Aztec Empire of Mexico with 400 men.

Veracruz is a mixture. Some of its older buildings are drab and musty, yet there are wide streets, airy buildings, and often a breeze to flap the ship-line flags. In the cafes at Plaza de la Constitution you can listen to church bells and the cries of vendors offering everything for a Mexican holiday—love birds, monkeys, a shine, clams and shrimp to dip in chili sauce, hot tortillas, and even the blessing of the Almighty for a few cents.

Streetcars jangle along in an unending procession. Their fare is about two cents by American figures. "The motormen and conductors own the cars and the track," says MacKinley Helm, a tourist, "and run their trams night and day to keep themselves busy."

This line is the Cooperative de Transportes Urbanos y Sub Urbanos de Veracruz, SCL. Eleven loops take off from the station, returning by different streets. Longest route goes five miles into Pantaleones Cemetery.

Until 1957 there was a short piece of two-way track, but they laid a mile of new rail on Avenida Americas and Avenida Espana, and the whole railway is now one-way. Except for minor changes, no track has ever been abandoned.

Veracruz is practically an operating museum, with Birneys passing eight-wheeled lightweights under the tall palms. Years ago you could have seen a single-truck funeral car with gilded angels on the roof. Today the thirty-five working cars include single-truck open jobs with numbers 1 to 17 (some were scrapped); double-truck closed cars from Tampico numbered 30 to 33; similar models from the Connecticut Company, 40 to 43; single-truck Birneys 101-105 from El Paso; 15 cars acquired from the Pacific Electric in

Tampico: (below) car 798 had same number when she ran in Kansas City; (right) No. 28 at a downtown stop.
Both photos by R. F. Glaze

Veracruz: one of the 600's that used to operate in Mexico City, the last Peter Witt type cars now operating anywhere in the western hemisphere!
Photo by Luis Leon Torrealba

1952, formerly the 100 series, now 200-215; and finally 600-619, Peter Witt cars from Mexico City, put in service Dec. 24, 1960. (Incidentally, we thank Luis Leon Torrealba of Panama 705, Mexico City 13, D.F., Mexico, for some of this information.)

The ex-Pacific Electric cars are the pride of the system; they don't even carry ad signs. Yet they, like the others, are without window glass. Since many cars also lack rear doors, the patrons get soaked during the *nortes*, small winter hurricanes. The company has begun conversion to one-man operation. It is closing the rear ends of all but the open cars, hoping to collect fares from riders who up to now have hopped on and off as free as birds.

Returning to Mexico City, we find that the system recently completed a project almost unbelievable by our lights. They built five and a half miles of new track on a broad old Aztec highway, the Calzada de Tlalpan, now heavily motorized, and created a rapid-transit line fenced off from highway traffic. Trolleys of four routes run at high speed. The 25 stations between the terminus and Chutubusco Circle are reached by underpasses and footbridges.

Soon the rapid transit will extend another mile to Huipulco Circle, and eventually to Xochimilco. Other plans call for a transit line northward via the former Mexicano Railway to La Villa. Such projects make you wonder if Mexico is behind the United States as some say, or miles ahead. ●

Veracruz: No. 6 on Panteones line.
Earl Clark, 2108 Howell St., Covington, Ky.

INTERESTING RAILFANS
No.2—Al Kalmbach

ALBERT CARPENTER KALMBACH was thirty years old in 1940 when he launched a new type magazine, *Trains*. He sent us a glowing prospectus which, if we remember rightly, said *Trains* would handle railroading with the *Fortune* magazine technique. That technique, in case you didn't know, is thorough coverage of a subject plus off-beat details. For example, in featuring Penn Station, New York, *Fortune* revealed how much chewing-gum was scraped up from its waiting-room floor in a year.

From the first, *Trains* has done a great job of covering the modern railroad scene with facts, pix, tabulations, and maps. It analyzes and editorializes. Once in a while it presents an exceptionally good piece such as Editor Dave Morgan's recent dissection of railroad passenger business. Even so, it has never quite used the *Fortune* technique. It doesn't go in for off-beat details such as *Fortune's* readers relish. A member of Al Kalmbach's staff told us, "Al is not off-beat in any way that I know. His one all-absorbing interest is railroads."

But that doesn't mean he is just another starry-eyed railfan. Al is big business. His impressive eight-story office building and plant at 1027 North 7th Street, Milwaukee, publishes a chain of magazines at the rate of nearly 50,000 copies a day. He also publishes railbooks. As we write these words, William D. Middleton's *The Interurban Era* is rolling off the Kalmbach press. Next will be a circus-train book by C. P. Fox, director of the Circus World Museum on the old Ringling Bros. lot at Baraboo in Al's native state of Wisconsin. Last year his business grossed over a million and a half dollars.

Al is a mobile cyclopedia of rail data. He sure gets around, mostly to railroad spots, occasionally visiting our office. We have known him to travel thousands of miles, on request, to give expert testimony for the railroads.

"America owes its growth, its vigor, and its economy to the railroads," he says. "Why should this industry now be hampered by political red tape and taxed into oblivion? America must awaken to the fact that she still urgently needs the railroads."

A short, bald, easy-going man with a ready smile, Al often brings a bag of lunch from his home at Whitefish Bay, Wis., to eat at his desk. His tastes are simple. For relaxation at home he likes to kick off his shoes and lie on the floor, flat on his back, and listen to hi-fi, high-quality, recorded music. Once he remarked of his baldness, "I didn't just lose my hair; I pulled it out."

Years ago, like most of us, he had some rough sledding. In 1934 he founded *The Model Railroader*, which today is his best seller. That first issue had only 272 copies. Al and his wife, Bernice, since deceased, edited, printed, and mailed it themselves, the versatile Al writing copy directly on a linotype machine as he set the type.

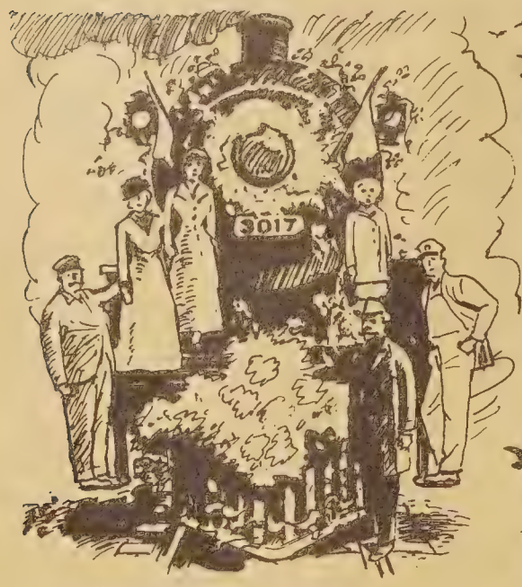
Al was so proud of Bernice and their four children that he regularly sent us family pictures on his Christmas cards. It may surprise some fans to learn that Al Kalmbach is a church deacon. He used to run a commercial printery which, among other things, turned out 26 religious periodicals. Last January 21st he married again, this time a gracious lady named Polly Gaenslen. ●

(No. 3 in our series, in August issue, will tell why Lucius Beebe does not like to be called a railfan.)

Newlyweds: Al Kalmbach takes bride to see a Milwaukee Road 4-8-4 type, Class S-3, on permanent exhibition.

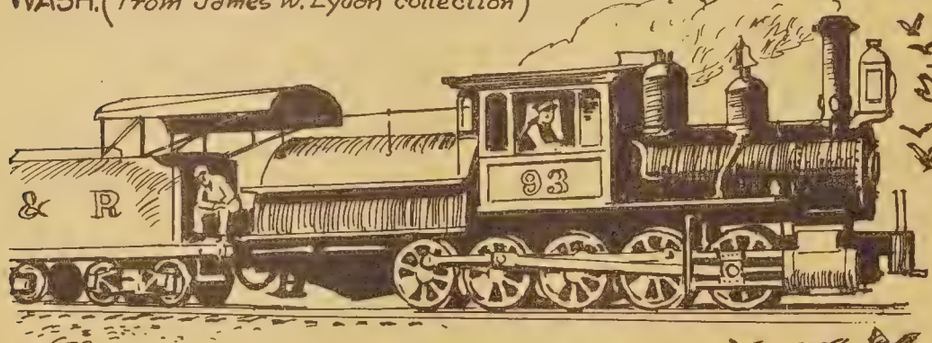
Along the Iron Pike

by Joe Easley



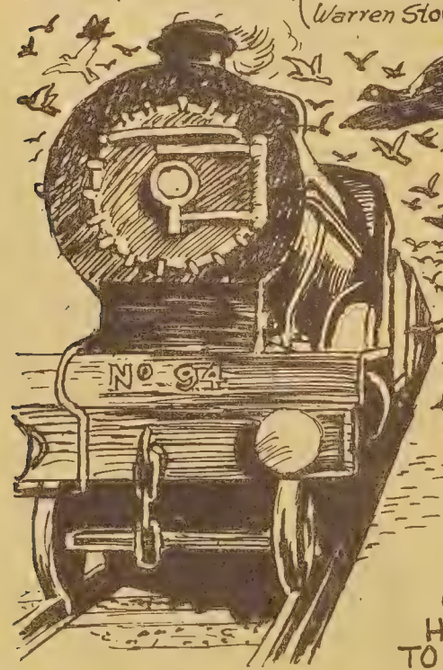
MILWAUKEE ROAD TRAIN, THE OLYMPIAN, WAS FESTOONED WITH FLOWERS FOR ITS MAIDEN RUN MAY 28, 1911, OUT OF TACOMA, WASH. (from James W. Lydon collection)

NOW WE'VE SEEN EVERYTHING! ENGINE ON CALIFORNIA LOGGING ROAD IS EQUIPPED WITH UMBRELLA TO SHIELD BRAKEMAN FROM SUN AND RAIN. (Drawn from photo by Bart Gregg, 1371 31st Ave., San Francisco, Calif.)



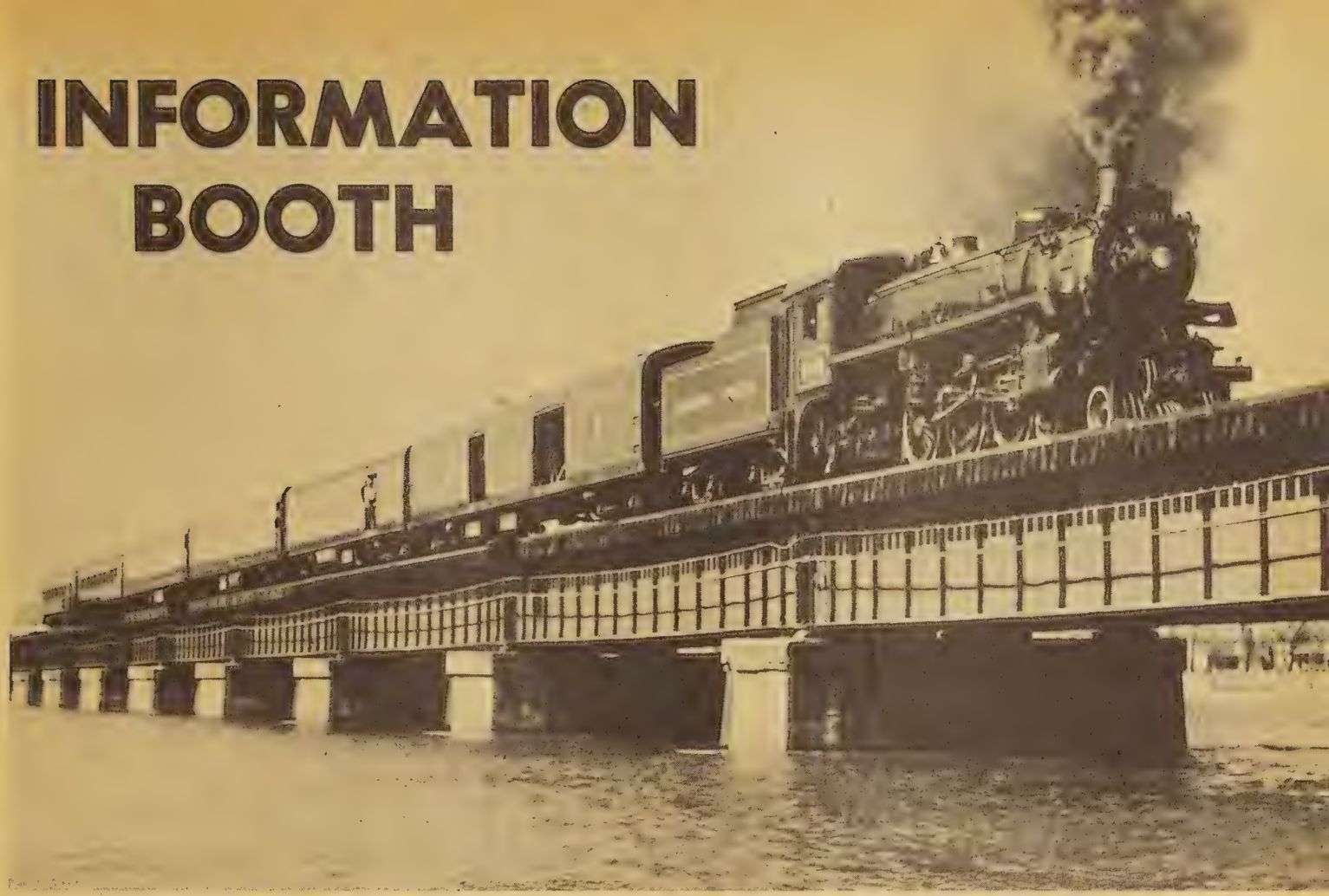
PHILADELPHIA & READING NO. 93 WAS BUILT IN 1863 AS 0-12-0T, REBUILT IN 1870 AS 0-10-0T, REBUILT IN 1885 AS 0-10-0 CAMELBACK, RENUMBERED 1449, AND SCRAPPED IN 1912. (Drawn from rare photo in Warren Stowman collection)

GEO. MILDRUM, CANADIAN PACIFIC SUPERINTENDENT AT REVELSTOKE, B.C., GIVES PUP TO RETA HOEPNER OF SECAMOUS, B.C., REPLACING DOG KILLED BY TRAIN.



2,500,000 RACING PIGEONS TOOK LONG-DISTANCE TRIPS ONE WAY ON BRITISH RAILWAYS LAST YEAR AND THEN FLEW HOME. SUCH BIRDS MAY BE BOOKED FROM ANY STATION TO ANY DESTINATION, WITH INSTRUCTIONS FOR THEIR RELEASE.

INFORMATION BOOTH



In its closing days of steam power, Canadian Pacific 1201 wheeled the CRHA excursion pictured at St. Johns, Quebec.
Joe Mannix, 33-18 161st Street, Flushing, N.Y.

1 *Will the Baltimore & Ohio display an EM-1 2-8-8-4 in its museum?*

No. All EM-1's have been scrapped. Besides, the museum in Baltimore, Md., is closed to cut maintenance cost.

2 *How many railroads are there in the United States?*

If you mean line-haul common carriers, there are 408. This does not include switching roads, local tourist attractions, railfan roads, city subways, or industrial-plant shortlines. These 408, with 218,000 miles of right-of-way, are the last survivors of about 6,000 separate line-haul railroads organized over the years.

Many of the 6,000 were never actually built or were abandoned; others joined up with larger roads. Every major road is the result of mergers. The Pennsy, for example, consists of over 600 original companies. In America alone, mergers exceeded 100 a year between 1884 and '88. As recently as 1940 this nation had 523 line-haul railroads. At present there are more than 500 common carriers classified as switching and terminal railroads.

3 *Which railways in eastern Canada still have steam passenger runs?*

No major railway, according to R.D. Brown, 731 42nd Ave., Lachine, Que., Canada, but there is still a steam mixed train on the Sydney & Louisburg in Nova Scotia. And in Ontario the 1 1/8-mile Huntsville & Lake of Bays, after a lapse of two years, *may* resume passenger steam runs this summer.

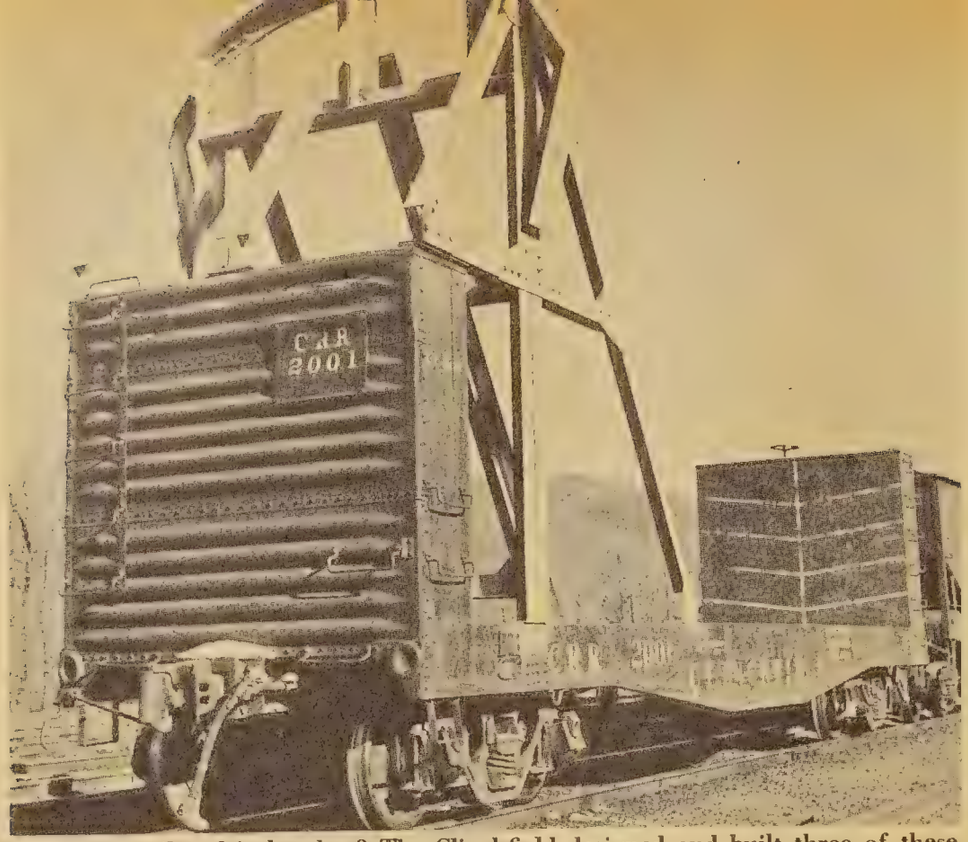
The Canadian Pacific, with 12 stand-by steamers, is likely to complete its dieselization this spring or early summer. Although all regular Canadian National operation is dieselized, the Upper Canada Railway Society (Box 122, Terminal A, Toronto, Canada) is planning one or more CNR steam fan trips this summer out of Toronto with Northern type No. 6167, but such trips are uncertain. Checks with UCRS.

We learn from W.P. Robertson, 25 Coburg Rd., Halifax, N.S., that the 13-mile Maritime Ry. & Power Co. is still moving freight between Joggings and Maccan, N.S., with its Ten-wheeler and two Moguls. The old Sydney Collieries is still using 4 or 5 steamers to trundle freight between Sydney Mines and Florence, N.S., about 3 miles. Mr. Robertson quotes the S & L superintendent as saying the S & L will definitely work 15 steamers this summer.

4 *What becomes of old diesel locomotives that the various railroads turn in for new ones?*

Certain parts of old units are used on the remanufactured locomotive. These include traction motors, trucks, generators, and other electrical com-

ASK BARBARA: **Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.**



Ever see a railroad icebreaker? The Clinchfield designed and built three of these to keep its '55 tunnels in 5 states clear of icicles during winter to prevent damage to automobiles loaded on top deck of three-level cars. Clinchfield tunnels range from 154 to 7854 feet, total 51,030 feet. Clearance: 18 feet wide, 22 feet high.
P. O. Likens, Clinchfield Railroad Chief Mechanical Officer

ponents. Additional parts are reclaimed and remanufactured for unit exchange programs. The rest of each worn out locomotive is scrapped.

5 *Which is the longest railroad station platform in the world?*

At Khargpur, India, 2,733 feet long.

6 *Define a travelator.*

British word for a moving sidewalk. A travelator, 354 feet long, was opened recently in London, England, to carry Waterloo-Bank railway passengers between station platform and ticket office (the British call it a 'booking hall").

7 *Why did so many oldtime steam locomotives have two steam domes?*

To increase the boiler's steam capacity. This answer comes from Walter A. Lucas, last managing editor of the *Locomotive Cyclopedia.* Many Baldwin engines built in the 1870's had two steam domes. Nearly all Rogers locos built between 1855 and 1860 were so equipped.

Actually, the term *steam dome* is redundant. The dome is part of the boiler which generates steam and is the storage space for that steam. The object often referred to as the steam dome is actually the dome casing. The dome itself is beneath it.

The steam locomotive sandbox, often incorrectly called the sand dome, is a receptable resting upon the top of the boiler but not part of it. Another erroneous term, frequently used in model magazines, is *drive-wheels* instead of *driving wheels.* You wouldn't refer to an automoble's *steer-wheel,* would you? Still another common misuse of language is to say *catwalk* when you mean *running boards.*

8 *A brief history, please, of the old Ponchartrain Railroad.*

This was the first railroad west of the Appalachians, named for a lake and built to shorten New Orleans' outlet to Gulf of Mexico. Chartered Jan. 20, 1830, a week before the Lexington & Ohio was chartered in Kentucky. The Ponchartrain was opened in 1831. Total mileage, 4.96.

For many years it was the South's oldest railroad operated under its own name. Even after Louisville & Nashville took over in 1881 as part of its entry into New Orleans, the Ponchartrain kept its name. Passenger service ended in 1932, freight in '35. L&N continued to operate a half-mile of ex-Ponchartrain trackage as part of its main line until 1945, when the new terminal was opened. The last engines on Ponchartrain trains were 4-4-0's.

9 *Why did the Montreal & Southern Counties electric line fold up and what happened to its rolling stock?*

Steve Maguire supplies the answers. In 1956 the M & SC, a Canadian National subsidiary, was cut back from Montreal to St. Lambert, Que., because of a new Seaway construction along the Victoria Bridge on which the electric line operated. The resultant inability of the line to run directly into Montreal, along with loss of traffic and the age of the equipment, brought the decision to quit. M & SC was abandoned Oct. 14, 1956. Most of its cars were scrapped.

10 *Occasionally I see the old term "Pocatello yardmaster." Explain it.*

Long ago, work in the Union Pacific yards at Pocatello, Idaho, was so tough and rugged that the job had a rapid turnover of yardmasters. It seems that nobody could stand the pace. Thus Pocatello ex-YM's became rather numerous. For this reason, many boomer trainmen and switchmen added that title to their service records, even if they had never been near the place. Some men bribed clerks to get phoney Pocatello clearances or bought them from dishonest printers.

11 *Print a list of American-made feature movies which center around the railroad.*

The first story-telling movie of any kind was *The Great Train Robbery,* produced by Thomas A. Edison in 1903.

Other railroad feature films include: *Union Pacific, Silent Barriers, Danger Lights, The Harvey Girls, Jesse James,*

Because of substantial increases in canned-goods shipments in palletized form, WP transportation engineers called upon shippers for aid in designing this new type of car with the widest door opening ever installed on a fully-insulated car.

several even worse versions of the Jesse James story, *Night Passage, The Lady Vanishes, Strangers on a Train, The Web of Steel, Peril of the Rails, Lost Express, Fast Freight, It Happened to Jane, Runaway Express, Block Signal, Sundown Limited, Westbound Limited, The Iron Mule, Florida Special, Dynamite Denny, Streamline Express, Timberjack, Wells Fargo, Young Tom Edison, The Power and the Glory, Bhowani Junction,* and *The Great Locomotive Chase.*

12 *Recently I came across an old Kansas law which read: "When two trains come to a crossing, they shall both stop and neither shall start up again till the other has gone." Do you know of any other unusual laws pertaining to railroads?*

Yes, indeed! An Arizona law, for example says that any train flagged by a traveler in the desert must stop and give him water if he needs it. In Montana it is illegal to employ children on trains (presumably young news-butchers). A Connecticut law frowns on anyone lending a handcar to a friend or leaving one on a highway. An Indiana law forbids you to attack a train. In Maryland it is illegal to knock a train off the tracks. Nebraska law permits trainmen to go muskrat-hunting. And in Montana no one may legally show that movie, *The Great Train Robbery,* for that state outlaws pictures of train stickups.

13 *When was a sandbox first used on a locomotive?*

In 1836, on the Pennsylvania Railroad in Pennsylvania. At that time the state was suffering from a grasshopper plague. Flying, jumping insects swarmed over the track in such numbers that they interfered with train operation. Scraping and sweeping did little good. Finally, some anonymous genius attached a wooden box filled with sand to the engine in such a way that the grit dribbled down onto the rails in front of the wheels. It worked fine.

14 *Which was the first mile-a-minute run?*

Probably a trial run of *Brother Jonathan* in 1832, built that year by West Pt. Foundry for Mohawk & Hudson (NYC), first loco to use a leading truck, world's fastest loco at that time, making up to 60 mph. In 1848 the English-built *Antelope* made 60 mph on Boston & Maine. In 1849 the *Lightning,* built by Norris for Utica & Schenectady (NYC) hauled 8 cars 16 miles in 13 minutes.

15 *Where can I find a copy of an old poem, "Caboose Three-Seven-O"?*

Here it is, written by George M. Hill about thirty years ago:

When viewing the scenes of the distant past
As my mind goes rambling loose,
There looms before memory's vision
A dust-covered red caboose.
It revives the thoughts of other days,
Of my years on the trail long ago,
And the thousands of miles I traveled
In old caboose Three-Seven-0.

From its cupola top the landscape I viewed
As it rapidly glided by,
When we rolled through sunshine or tempest
And at night 'neath a star-studded sky.
I've seen the great hills at nightfall
Fade out with the twilight's glow
As we sped 'round the curves of the Valley Line
In old caboose Three-Seven-0.

The years are many since last I stepped
Out of its weather-stained door,
A change had come—I was leaving the run
And I knew that I'd enter no more.
But I've never forgotten that cozy red car,
And oft when the winds fiercely blow
I'm reminded of wild stormy nights on the road
In old caboose Three-Seven-0.

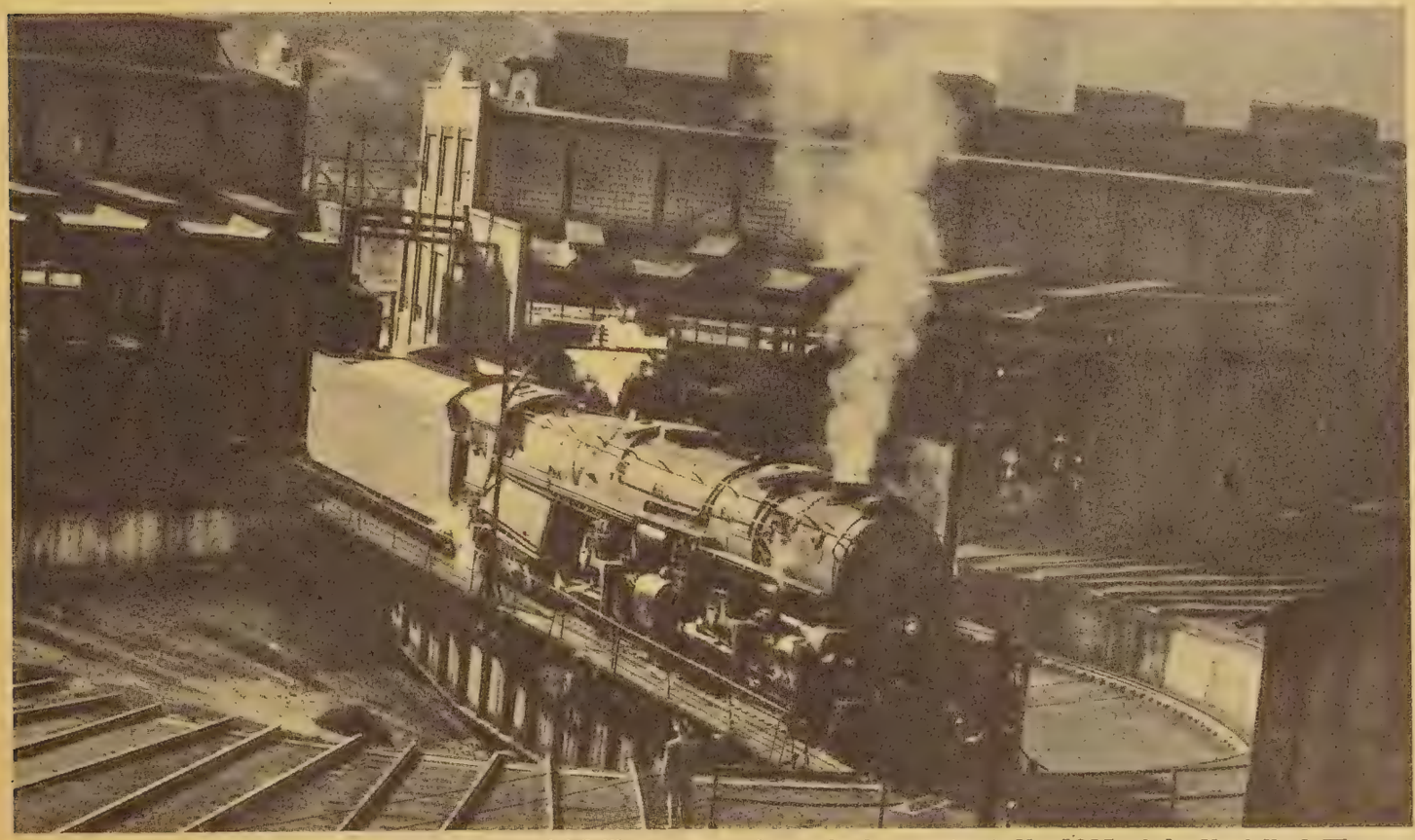
16 *As a boy I often saw the name J. B. King chalked on boxcars. Who was he?*

That question comes up every few months, with this bit of doggerel:

Who in the hell is J. B. King?
You see his name on everything,
On boxcars high and flatcars low;
You see his name wherever you go.

Legends going back to the 1880's call him everything from a Katy yardmaster in Texas to a rich hobo obsessed with a burning desire to see his name on every boxcar in North America. We knew of two men named J. B. King, both now deceased, who claimed to have been the genuine J. B. King.

Many people associate the name with the slogan "Kilroy was here," which used to be seen very often. Actually, *J. B. King* was taken originally from an old penmanship copybook used long ago in many of the public schools.



How many readers can recognize this old scene? We'll give you a hint: the locomotive is No. 1225 of the Norfolk & Western.
Tom Wellman, Box 652, Williamson, W. Va.

17 *How does the average railroad worker fare in the Soviet Union?*

Rather well, according to Paul V. Gerin of the Southern Pacific, recently back from an inspection tour of Soviet railroads, the world's largest rail system under one management.

"Railroads are a prestige industry in that country," he says, "and railroad wages are generally higher than those in other Russian industries. The standard work week is 42 hours."

The Soviet people take their transportation seriously. There are 13 railroad institutes in the U.S.S.R., with keen competition among bright young men and women to enter them. Only one applicant in four is accepted. Special camps are maintained for railroaders' children, for fun and education.

18 *What happened to the Baltimore & Ohio's first diesel locomotive?*

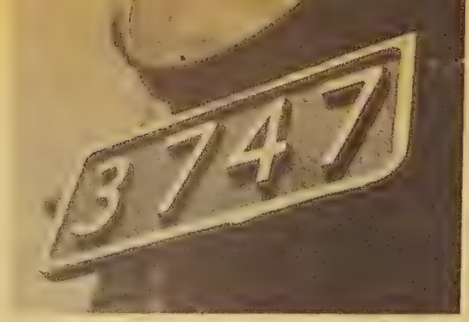
No. 1, an Ingersoll-Rand switcher, retired in 1958, is on permanent display at St. Louis in the National Museum of Transport. It was the B&O's first diesel locomotive and the second in the United States. When it reached St. Louis in November '59, its number plate was missing. The plate turned up later on Staten Island and was sent to the museum. Someone had salvaged it under the impression that the locomotive was about to be scrapped, but later surrendered it.

19 *Are any steam locomotives being built today by the railways of* (a) *Africa or* (b) *India?*

(a) No. But African railways maintain and repair the steam locomotives they are still using. These engines are bought from foreign countries, mostly England. (b) Yes, by the nationalized railway system.

20 *What is a compartmentizer car?*

A boxcar fitted with several rooms or compartments where less-than-carload shipments can be placed, loaded, and locked in and carried to destination.



Number-plate of Grand Trunk Western 2-8-2 engine, Alco vintage of 1923.
Richard Pedler, Muskegon Heights, Mich.

21 *What is dynamic braking?*

Sy Reich defines it as a form of braking used on diesel-electric and electric locomotives in which the traction motors are converted to generators and the current they generate is dissipated in resistors located on the locomotive. When a diesel-electric locomotive is placed in dynamic braking, all the traction motor fields are connected in series through a variable resistor on the controller. This series loop is fed by the main generator.

The amount of current in this loop, i.e., the braking effort, is regulated by the controller's position. While in dynamic braking, though, the diesel engine remains in idle. The armature of each traction motor is connected to a large resistor located in the dynamic braking hatch. A fan cools this resistor.

As the locomotive moves, the potential energy of motion is converted to electrical energy in the traction motors, acting as generators. It then becomes heat energy and is dissipated into the atmosphere in the resistor. (In ordinary air brakes, the potential energy of motion is converted to heat energy *directly* by friction between the brake shoes and the wheels, and is dissipated into the atmosphere by the brake shoes and the train wheels.)

Dynamic brakes are easily controlled to produce the exact amount of braking required. They are available instantly and they avoid overheating of brake shoes and wheels. On the other hand, they tend to be most effective in a certain speed range and, unless handled carefully, could cause severe slack action when applied and released. The former disadvantage is due mainly to shortcomings of equipment design dictated by economics. The latter disadvantage is due to the "looseness" of knuckle couplers and the fact that all braking effort comes from one end of the train.

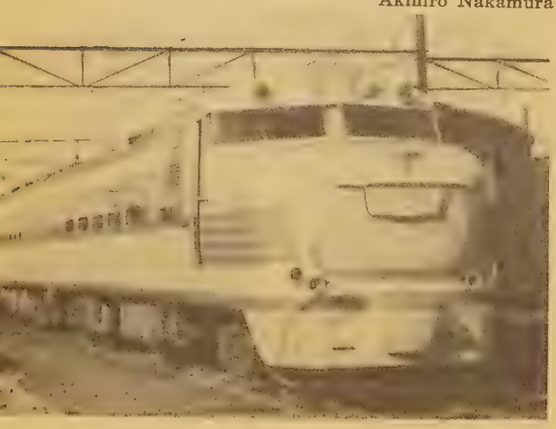
22 *Which was Alabama's first railroad?*

The Tuscumbia, organized and chartered in 1830. But its history cannot be separated from that of the Tuscumbia, Courtland & Decatur, chartered in 1831. They were separate companies, but functioned together. Both were originated by Benjamin Sherrod and other planters along the Tennessee River in the northern part of the state.

Poor roads, often mired, and the necessity of having to cross treacherous bridges made the planters dependent on the Tennessee River. The 2½-mile Tuscumbia Railway was conceived as a means of hauling cotton to the river bank. Once the river was reached, other problems ensued. Because of shoal water, it was impossible to navigate, except in the lightest craft, the area between Decatur and Tuscumbia. Mr. Sherrod realized that a railroad could span the two points of the unnavigable water and perhaps even rival this liquid body with an "iron river." Thus the TC&D was born.

In 1847, shortly after Mr. Sherrod's death, the TC&D was reorganized as the Tennessee Valley Railroad. Later it became the nucleus of the Memphis & Charleston. The older Tuscumbia Railway also became part of the M&C, now the Southern's Memphis Division.

***Hatsukuri Express* with 9 coaches speeding over the Japanese National main line trackage between Tokyo and Amari.**
Akihiro Nakamura



Running Extra

CFSN coach lamp which Ted Herbert asked about (in April) must have been made by or for *Societe Nationale des Chemins de Fer Francais* (French National Railroads), according to C. E. Hull. For info. address French National Railroads, 610 Fifth Ave., New York.

Two Japanese cousins will swap negatives with other fans. Both live at 2-569 Kamiochiai, Shinjiku-ku, Tokyo, Japan, and have many Japanese National Railway negatives.

Mr. Akihiro Nakamura wants negs. of passenger trains, rooms on such trains, and gas-turbine locomotives.

Miss Shinobu Nakamura (age 16) seeks negatives of steam locomotives.

Last December we printed information about the Pittsburgh & Lake Erie adopting the first standard railroad wrist-watch. Since then the Katy and the Terminal Railroad Association of St. Louis have followed suit.

Bill Knapke's comment on running boards (Feb. '61) evokes this reply from John B. Simcox, *Brampton*, Penshore Rd., Eckington, via Penshore, Wales, Great Britain: "That comment is an example of the old fallacy that what you are accustomed to is correct and what you are not accustomed to is wrong. Personally, I do not believe that in these days of radio and continuous brakes, the lack of running boards could endanger a train, but since the boards are already there they could be useful.

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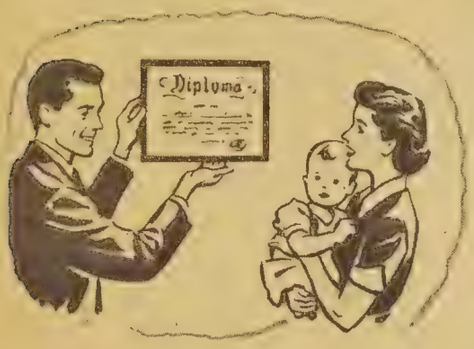

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May 1, 1960: Canadian Pacific fantrip, Toronto-Orangeville, doubleheaded by 136 (4-4-0) and 815 and 1057 (both 4-6-0's).
Photograph by Allen Jorgensen

"Mr. Knapke should realize that walking the car tops is purely a practice of the Western Hemisphere, and even there is confined mainly to North America. All the rest of the world's railroad freight is, I believe, hauled without any physical connection by the crew along the train. Therefore, such an aid is not a vital necessity. North American freight trains are much heavier than most freight trains elsewhere. The British maximum is about 25 to 30 cars. Such trains operate successfully every day. Would Mr. Knapke refuse to take out one of those?"

Who can tell J. H. Howard, 417 Putnam St., Sulphur Springs, Texas, the whereabouts of his brother Morris, who used to work for the Texas & Pacific. Age fifty, 5 ft. 11, about 200 lbs., limps slightly. Last heard from in New Orleans four years ago.

The private railroad car built in 1891 for Dr. Seward Webb, husband of a Vanderbilt heiress, which was later named *Ethan Allen* and used for 35 years as the Rutland Railway president's car, has been sold for $3,500 to the Nova Scotia Pulp Co. of Canada to accommodate its executives while a new modern pulp mill is being built.

There are 25 or 30 boxcars from the Sandy River Line, once the longest 2-foot-gage railroad in America, over 100 miles, just outside the Starburg Lumber Co. sawmill at Strong, Maine, according to Larson Powell. These cars were shoved into a siding to save them from a fire. Some are now entombed under a mountain of sawdust.

C. B. Shirley, 2009 W. 71st St., Prairie Village, Kan., seeks info on railroads that served Grand Rapids, Mich., especially a brief history of the Grand Rapids & Indiana.

Wanted by Marin J. Cohn, 370 First Ave., New York City, info on the old Atlantic Shore Line RR., also any size pix, maps, and diagrams.

Horseshoe Curve pix in our October '60 issue intrigued James Kightlinger, R.D. 1, Cooperstown, Pa., who asks where he can buy a 2x2″ slide showing it with or without a train.

"Which roads, aside from the SP and UP, display the trains number on the engine?" asks Carter R. Bishop, Jr., 424 Iris St., Redwood City, Calif.

Who can inform Jeff Root, 937 Liberty Ave., El Cerrito 6, Calif., which American roads bought 2-10-2's built originally for Russia but never sent there?

History, locomotive roster, any size pix, and map of the now-abandoned Gilmore & Pittsburgh, in Idaho and Montana, are wanted by Herbert F. Bariffi, 7336-D W. Manchester Blvd., Los Angeles 45, Calif.

Readers familiar with suburban tank locomotives, please contact Allen Jorgensen, 3818 New York Ave., Seaford, N.Y. He is writing a feature article on that subject for *Railroad* and needs info but especially anecdotes and action shots. Also: H. L. Kelso seeks anecdotes for the Mogul series he is writing.

Steam-locomotive tape recordings from foreign countries are sought by Francis G. Witherell, 223 Kent Ave. Ext., Brockton, Mass. His recordings are 3¾ inches per second and he will swap with anyone.

"I have an old photo of a 'big hook' grappling for a partly-submerged steam locomotive, presumably in the Adirondack Mts. of New York State," writes David Jefferies, Box 743-B, RFD 8, Charleston, S.C. "Who can tell me about it?"

"Does anyone know how many U.S. railroads have been absorbed by other roads?" asks Tom McClain, 5420 La Forest Drive, La Canada, Calif. That's a tough question! If you really want to find out, Tom, and if you have lots of time on your hands, visit some major library which has all issues of *Poor's Manual* and plow through them. We hope you live long enough to complete the job.

Mrs. Irene Welsh, 812 Fern St., Yeadon, Pa., would appreciate word from anyone knowing what happened to her father, John P. Haggerty, Pennsy shopman, who disappeared Jan. 8, 1918.

Several readers have asked for a list of man-and-wife teams currently railroading. We'll start with a couple living at Griffin, Ga., both on the Central of Georgia payroll. A. P. Addington works as operator-leverman at Griffin. His wife, Pauline, is agent at Hampton, Ga. Who can add to this list?

"When did regular passenger service start in New Brunswick between Fairville (now Lancaster) and Carleton (now West St. John?" asks George L. Brown, retired CPR engineer, 379 Maple Row, Lancaster, N.B., Canada.

History of the Susquehanna & New York is desired by Alfred Prince, 205 Chestnut St., Towanda, Pa.

Answering a request, Jacob W. Cheney, 709 Main St., Manchester, Conn., sends us a history of South Manchester Railroad in Connecticut.

The Hartford, Providence & Fishkill built a line through Manchester in 1850 but served only the north end of town, formerly known as North Manchester, although the station name was always Manchester. The growing south side was then without rail transportation.

In 1866 the South Manchester RR. was chartered, and in '69 it began operation. Though owned by Cheney Bros., silk manufacturers, it was a common carrier. It was leased to the HP&F (later New York & New England), but in '79 its owners operated it. The line was standard gage, 1.94 miles long, one of the nation's shortest railroads.

Its two original locomotives were replaced later by two others, and it had about five passenger cars. Its passenger trains connected with those of what is now the New Haven Railroad, but by 1920 that service was limited to silk factory workers. The New Haven took over the tiny line in 1933 and has since been operating it on a freight-only basis.

Train holdup (item 14, April) occurred on Canadian National, not Canadian Pacific, we learn from Dr. Viger Plamondon, Quebec.

"My First Two Stories Brought Me $255.00."

"Before completing the course," writes A. B. Aretz of Tarentum, Pa., "I sold two stories. One for $110, the other for $145. They were punched out on a borrowed typewriter, a two-bit dictionary on one side, the Palmer lessons on the other. When the going got tough, I turned to the lessons. The answer was there. Luck? Plenty of it! But, with the continued help I am receiving from Palmer, I know I'll be lucky again."

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Factory Worker now Full-time Writer

"I now have 650 sales to my credit," writes Kelvin Coventry of Derby, N. Y. "Since I've been writing, I've also covered about 200,000 miles in running down stories. I'm hitting plenty of national magazines, and assignments really keep me hopping. I've been full-time free-lancing five years now. All of which was just a dream when I was plugging along in a dead-end factory job."

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"Sold an article on hunting to *Outdoor Life* for $400—that makes $1400 from them plus two stories to *The Trapper*, and several to other men's magazines. The time put in on your course was the most valuable I ever spent."—*Ray Beck, Knox, Pa.*

Latest Sale Nets $1,800

"My instructor has given me more encouragement than I ever thought was possible. His assistance has enabled me to keep up a steady flow of stories and features appearing in Texas newspapers and in magazines all over the nation. My most recent sale was a series amounting to over $1,800.00.—*Lucille Anderson, Trinity, Tex.*

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The Trick at Eagle's Nest

fiction story by JAMES W. FRASER

Boomer telegrapher and train dispatcher

FOR SIXTEEN HOURS a blizzard had been raging in the high Sierras of California. Howling wind and thick snow battered a railroad telegrapher's wooden shack on the top of Eagle Pass.

"Regular man must have felt this coming," muttered the relief operator, talking to himself. "Serves me right. I should have known better than to accept such a trick."

But jobs in those days were not plentiful. Boomers like Bob Nelan had to take what they could get, and feel lucky at that. Repeated gusts of wind screamed through the narrow cut, rocking the small telegraph station on its foundation and whistling through a dozen invisible chinks in the board wall. The brass pounder shivered.

Timidly poking his bare head outside the door, he gave one look at the thermometer and hastily drew in again. No information there. The mercury had dropped down into the bulb! Bob switched on the tiny six-volt radio, and took a turn around the room. He peered into the regular operator's cupboard. It was not well stocked; a can of soup, one large potato, two small cans of sardines, a few dried apricots, stale crackers, a little flour, and coffee. That was all.

"One reason why he went to Sacramento, I suppose," Bob reflected glumly. "He'll come back with enough chuck for the rest of the winter. Hope he ships some of it ahead."

The radio warmed up, blaring out a news flash. "Snow in the mountains, rain and floods in the valleys," ranted the rapid-fire reporter. "Biggest snowfall on the Pacific Coast in years, now measuring thirty-three inches. But that's not all. Listen, folks! In Deeth, northeastern Nevada, the thermometer dropped to fifty-one degrees below zero today.

"Fifty-one! Think of that. Shafter, in the same section, registered forty-four below. Wells, forty-two. *A new all-time low record for cold!* And no sign of a let-up. No break in the clouds. Snow continues to fall in the Sierras. Cattle are perishing on the ranges and communities are being snowed in. Train crews report only the tops of houses visible in small towns along the line . . ."

Enough of that! Bob twisted the dial to something more cheerful. Fifty-one at Deeth! Well, it must be still colder up here at Eagle's Nest. No wonder the overworked thermometer had quit. Never before during his career as a boomer in the States and Canada had he struck anything like this. After heaping the old pot-bellied stove full of coal, Bob sat close to it, soaking up heat and waiting for the coffee to boil.

"This might not be such a bad break after all," he mused, "if I had a good husky woman with me and plenty of food. A wife maybe. This storm means traffic tie-ups It means more work for the ops further down along the line. But there won't be anything doing in Eagle Pass until the track is cleared."

Fortunately for him, the Sierra & Pacific hadn't gone in for automatic train dispatching or teletype communication. The boomer reflected that by holding on at Eagle's Nest all winter he could probably land a regular job in the spring.

The meager supper ended, Bob studied his time-sheets. Trains 1 and 3, both through passengers, had gone. Number 2, which had dropped him off at Eagle's Nest a few hours after the storm set in, was the last train to reach that far. Local passenger runs both ways were hours late. No cattle, coal, or merchandise was moving. The job here would be pretty soft, he decided, for a while at least.

"EN-EN-EN-DS." It was the night dispatcher calling Eagle's Nest (EN).

Bob snapped the key. "I-I-EN."

"How's things up there?" The words came in swift abbreviated Morse.

Bob responded, "Slow and cold."

"You can turn in now. Everything is stopped. Will call if I need you."

The relief man flashed, "Good night," yawned, and banked his fire. A boomer's wardrobe is far from extensive, so Bob waived the formality of changing into sleeping garments. He flopped onto the bunk, pulled three surplus army blankets and an overcoat over himself, and holed in for the night.

"Let her blow," he thought drowsily. "Pay goes on just the same. But life would be more pleasant if I had a nice luscious blonde here to keep me warm." He sighed. "Or a brunette. I'm not fussy so long as she cuddles up."

DAYLIGHT found the comforting heat of the fire turned to cold white ashes. Wind was howling worse than the night before. Tiny piles of snow had sifted on the floor from unseen cracks. Bob awoke stiff and chilled to the bone. The room felt like the inside of a fully-iced reefer. After scraping up some kindling wood and slack from the fuel box in the corner, he rebuilt the fire and put the blackened coffee pot on to boil. Then he called DS.

"Road's blocked," the day chief told him. "Train No. 6 is at Silver waiting for the rotary. Will have some news for you in a couple of hours, maybe."

"The food supply here is pretty slim," Bob reported grimly, "and the only other building I can see on this mountain is the coal shed."

"Keep your shirt on, boomer," replied the dots and dashes. "Doing the best we can."

Breakfast and the rich aroma of coffee thawed him out somewhat. Bob paced the room while gathering courage to face the blizzard. At length the low-burning fire forced him out. Tying his hat on, bundled in a heavy sweater, salvaged from a locker, the brass pounder picked up his coal hod and ventured into the storm.

Most of the ground in that part of the pass had been cleared by high wind. Nevertheless, he had to buck a four-foot drift in order to reach the coal-shed door. Once inside, Bob paused to recover his breath. Dazzling spots of light, a reaction from the bright snow outside, spun around the dark

interior. For a moment he couldn't see a thing.

Neither could he see anything when his vision did clear. Only blank walls and bare floor. The shed was empty! Dismay seized him, then anger, as he fought the blizzard back to the station.

"What kind of rotten setup is this, anyhow?" he demanded abruptly of the wire chief.

"What's wrong now?"

"Not a pound of coal up here!"

"What?" The wire fairly crackled.

"You heard," Bob snapped irritably.

"Burn anything you can find," the chief advised him.

"I'm going to," said the boomer, "starting with the coal shed."

Without waiting for further reply, he set to work. In a few minutes his pick had made fair inroads on one end of the shed. Bob worked outside to get freedom for action. If he had been more experienced at dissembling flimsy sheds in ninety-mile gales, he would not have made one serious mistake. Battering out the windward side of the shed exposed the empty interior to the full force of the wind.

This made a wonderful air pocket. An extra-heavy gust lifted the foundationless structure bodily, carried it through the air, and hurled it to pieces thousands of feet down the canyon, while the astonished man looked on with dismay.

Just a few splintered boards remained of his potential fuel. Chagrined, Bob lugged them inside.

Dry seasoned wood burns fast. Even with most conservative feeding, it was gone by mid-afternoon. The fuel box came next. But once demolished, it gave only a pitifully small supply of wood. Meanwhile, DS called thrice to inquire how the relief was faring. Once he reported a little progress on train No. 6. She had advanced a scant dozen miles to Westport, at the foot of the long canyon leading up to the pass.

Dusk come early. Bob calculated that the train's chance of reaching Eagle's Nest that night was remote indeed. Preparing to eat a few morsels again, he turned on the radio and listened.

"Good evening, friends! Very little change in Nevada and high Sierra temperatures in the past twenty-four hours. Thermometer still holds the all-time low record.

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hope of relief lies in the railroads, but a Southern Pacific rotary plow with three heavy engines is said to be buried in some unknown cut. Snowsheds are collapsing under their tremendous weight. Tune in again . . . ."

Stranded right, Bob began to feel the ominous character of the situation. The fuel box had already gone for kindling. He found a packing case filled with office junk, and smashed it. Then desperately he attacked the table, a chair, and the supply cupboard.

"EN-EN-EN." The call again. Dispatcher wanted to know if his semaphore light was burning.

"Yes," Bob tapped out sourly.

"How about your switch lights?"

"OK," the boomer replied.

"Better make sure. Check both and then report back."

Bob didn't grumble. He knew that he should have filled and trimmed the lights during the day. Scaling the semaphore mast in the storm was tough. The oil pot had to be removed and taken inside for filling. Then another trip up the pole to replace it. Relighting the wick was a job in itself. Before it was finished, the unhappy operator was wishing the Sierra & Pacific were a bit more modern, at least modern enough to have electric-lighted order boards.

Bob couldn't figure which task was harder, the semaphore or switch light. He took the oil can with him in filling the latter. The thirty-four-car passing track was the only thing that justified the station or the job at Eagle's Nest. At an equal distance between the two switches stood the office. In order to service both lamps, you had to cover nearly a mile before you returned to the starting point. Just a pleasant stroll on a nice summer's day!

But before the second lamp could be filled and relighted, Bob's fingers were so numb he could scarcely finish. Chilled through, he struggled against the wind back to the station, fairly stumbling to the key, and reported to the dispatcher.

"Took you a long time," DS told him. "We're borrowing a wedge plow from the Ess Pee. Expect to start out with four engines and 150 shovelers. They're powerful engines. Two Consolidations and two Mikes. We'll try to push through from the east side. Drifts over there may not be so deep. Stand by till you hear from me again."

Inside, the bleak room seemed warm in contrast to the outside. But that was only relative. The glow of invigorating circulation soon waned. No matter how sparingly the lone operator fed his little fire to offset the chill, his wood supply dwindled with maddening speed. At length he gave up. After donning all available clothing, he crawled beneath the three blankets and slept.

Hours later he woke up, stiff and numb. The chattering brass sounder had aroused him. It is a known fact that telegraphers can be sound asleep or making love or feverishly ill and still be brought to attention by hearing their familiar call letters. They respond automatically, like a fire horse to an alarm. Bob stumbled over to the instrument table to answer.

"Where in hell you been?" the wire fairly sizzled. Upon learning that the boomer had fallen asleep, the chief snapped: "Stay on the job till relieved! How's the coal?"

"Gone, hours ago," Bob mourned, "and most of the wood, too, and there's not enough food left to keep a cockroach alive."

DAWN, breaking soon, brought an even more hopeless outlook. Bob's discomfort increased hourly. At midday the last morsel of food disappeared. All but a little dry coffee. He was glad now that he didn't have a female companion to share this bleak Arctic wasteland. California, huh? It was more like the North Pole. Then the final splinter of wood vanished.

"What," he asked himself, "would polar explorers do in a case like this?"

With despair he recalled reading in some book what had happened to Captain Scott's party in the Antarctic. They all froze to death! He remembered the words, "Their shields are as bright and shining as the snow that covers their graves." And that grisly winter episode at Donner Pass around the middle of the 1800's, how many snowbound emigrants died there from cold and hunger? He couldn't say. One starving widow even dug the frozen corpse of her husband from under the snow and cooked and ate parts of it in order to stay alive. Horrible, Bob thought grimly, but at least she had a fire.

He looked at the ashes that had once been cheerful flames. He couldn't spare another board. Vaguely it came to him that some fellow in similar circumstances had burned his own house, bit by bit, in an effort to keep warm. The desperate boomer might have attempted even that but for the howl of icy winds. If there had been a woman with him at Eagle's Nest she'd likely be dead by now, he kept thinking. Or maybe she'd survive him like that widow at Donner Pass.

The damned telegraph instrument annoyed him. Every few minutes, it seemed, the dispatcher wanted something or other. Once Bob reminded him that his fuel was gone. The chief recalled that a carload of coal had been overturned at the west end of the passing track last summer.

"Go down there and scrape around," he ordered. "You might find one or two bucketsfull."

Hopefully Bob bucked the storm with two coal hods. He searched every inch of ground within a radius of three car-length, even burrowing under snowdrifts, but without success.

"Did I say *west* switch?" DS wired in answer to his report. "Remember, now, it was the *east* switch."

But the east switch was equally barren of coal. By evenfall Bob had removed the stove and was burning office records in the sandbox, conserving the little additional heat that would have gone up the flue. He did not dare to burn enough of the precious paper to melt ice and boil water for a hot beverage, so he chewed the dry coffee.

"Six has stopped at Westport," came over the wire. "Snowplow showing at Tamarack. EN, see that your switches are lined for the main."

Idiotic, Bob thought. Of course the switches were lined. Always were. Besides, nothing had used the passing track since No. 2 passed. Breaking in, he reported them OK.

"Stay alive, EN. Something may be showing from the east pretty soon."

"Stay alive!" Sinister expression, that. Bob switched on the radio. News flashes came on. Was that all the infernal thing ever picked up?

"Situation looks grim for the lone railroad telegraph operator marooned at Eagle's Nest on the very top of a barren mountain. A plane with food and fuel supplies for him was grounded this morning by severe weather and heavy cross-winds. It is doubtful if the place could be reached under these conditions anyhow, due to its peculiar inaccessibility. Unless the railroad is able to push through a snowplow—"

LIKE a supernatural voice pronouncing a man's doom, the radio went silent, dead. Bob understood it all now. Division offices hadn't told him of that attempted flight because they knew it was impossible. Dispatchers were aware that train No. 6 couldn't get through, either.

Four engines pushing a wedge plow up the east slope. Bunk! The Southern Pacific couldn't spare a single piece of

equipment at a time like this. If they did, fourteen Sierra & Pacific locomotives couldn't buck through those tall drifts down there. Forty feet, some of them, if an inch.

It looked as if Boomer Nelan was all washed up. Freezing to death. Starving. They knew there wasn't a chunk of coal anywhere in the pass. Sonsabitches kidding a condemned man! Shaking with rage, Bob answered his call. Always calling, for no reason.

"How's that east end switch, EN?"

"OK. Told you that before."

"Light burning?"

"Yes," snapped Bob.

"Go down and see. Make sure."

"Like hell I will. Not moving out of here again tonight."

Silence followed Bob's ultimatum. Fifteen minutes later the sounder clattering again.

"EN-EN-EN-"

"I-I-EN," Bob answered faintly.

"You there, EN?" came the query.

"Said I wouldn't go out, didn't I?"

"OK. Stand by, now. The plow has just passed Tamarack."

Kidding him again. Bob was boiling mad. Tamarack had no operator, only a trainman's phone. EN was not on the dummy line. Therefore, DS could not tell for sure what the plow was doing, if anything.

Operators the world over have bawled out dispatchers—by closing the key or by crossing the room to the water pail and from that safe distance giving vent to their feelings verbally. This one didn't. He was a boomer from way back. Knew how to tell 'em off. And he did. The wires sizzled.

For an interval after he stopped, the circuit remained open. Then: "Go down and look after that east switch."

"Go to hell!"

"You're fired. Insubordination."

"OK, I'm fired. Want transportation and time check PDQ or you explain in court."

"So that's the kind of guy you are," said the dispatcher. "I thought so."

Bob shook with angry chills. He was numb with cold. Getting colder every minute. But he didn't seem to feel it so much now. Weak, too. Unable to stand any longer, he inverted the coal bucket, using it as a chair.

That lousy instrument again! It never stopped now. Time lost its identity. Bob answered mechanically, forgetting what he said the moment it was sent. forgetting how long he had been imprisoned in this freezing hell. Automatically, he pounded the key, hammering out vile insults.

"Shut up, you bastard!" he told DS.

Didn't care what he said. He was getting sleepy. No longer cold nor hungry. Just drowsy.

The brass sounder sputtered again. "EN-EN, stay awake!"

Bob answered back, something.

"Wake up, you ham!"

EN replied with an effort. Slow, hesitant, no one would have recognized it as Boomer Nelan's expert first. "Some day, mister, I'm looking you up in Sacto—"

Sacramento. Never gets really cold down there. The town of Athens, Georgia, also is warm.

Athens! A nice place for a tired boomer to spend a few months. Good southern meals: fried chicken, sweet potatoes, ham with rich brown gravy, home-baked apple pie and coffee. And hot-blooded females, shapely and alluring; all the loving you wanted. He would never forget that winter down in Athens when he pounded brass for the old Central of Georgia . . .

The message forgotten, Bob's head thumped down on the table. He dreamed of other places. Pittsburgh. Towns along the Monongahela where

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the weather got cold but where the blast furnaces shooting red fire into the skies gave you a sense of warmth. But mostly he remembered Athens because of its girls and its good food.

No more Arctic weather for Bob Nelan. From now on, he was strictly "straw hat," a fair-weather rail seeking sunny places. Down in the Imperial Valley, for example. El Centro. He could land a job there when the dam was completed. He'd settle down. Marry a shapely dame with yellow hair and bright blue eyes. Give up booming. Grow whiskers, be a home guard. Sleep between clean sheets every night . . .

CLEAN SHEETS. Snowy white linen on the softest, warmest bed in a warm place. Warmth from the outside, flower-scented, wafted through an open window. Robins twittering. And sunshine like spun gold. A woman also. Not one he was married to, but a female in a freshly-starched uniform. Slowly, very slowly Bob began to realize he was not dreaming. Neither was he at Eagle's Nest any more.

The nurse gave him a friendly smile and rearranged his bedding. She told him there'd be visitors in a day or so. She was pretty, Bob decided. Violet eyes and honey-colored hair. Well set up, too. Even with the starched white uniform, he could see that her body was slim and well rounded, her breasts full, her arms and legs graceful. No angles anywhere. And she walked like a queen. Even her back was good to look at.

Fascinated, he watched her springy step as she moved about, her white-capped head held high, and, when she turned away from him, the faintly perceptible play of backside muscles under her uniform.

Next day, the visitors came. Two strangers, smiling broadly.

"Hello, Nelan!" A portly fellow greeted him. "I'm Manning, your general super. Meet George White, one of the men who kept you entertained while you were up at Eagle's Nest."

"One?" Bob scarcely recognized his own voice, weakened by fever and long days of silence.

"Yeah." White shook hands, too. "Hank Burns, on the day trick, also had a hand in it. Both of us sat there for hours, razzing you on the wire to keep you on your toes."

"I get it," said Bob. "So I wouldn't fall asleep and forget to wake up?"

Both of the visitors nodded gravely, and White asked, "No hard feelings?"

The patient only grinned.

"Glad you're recovering, Nelan." Manning patted his shoulder. "Bad case of pneumonia. But the S&P won't forget you. Get well first, then come and see me. We'll find a nice warm spot in the valley where you can settle down and raise chickens or something. I like a man who sticks to his post."

"Like I stuck at EN?" Bob asked.

"Well, yes."

Bob laughed. "Ever hear about the Nazi officer who gave the Tommy a valuable Swiss watch?"

"No." Superintendent Manning placed his hand on the door-knob.

"He had to." The boomer smiled happily. "Say, on your way out, ask that beautiful nurse to come back in, will you? I got a hunch she isn't married."

Deep in stands of eucalyptus trees near Guadalupe, Calif., the Santa Maria Valley's light Mike, No. 21, puts forth smoke for photographers on R&LHS fantrip.
Robert Field, 107 Stanyan St., San Francisco, Calif.

Steve Maguire's TRANSIT TOPICS

Summer, 1915: open cars 23, 34, and 61 of Atlantic Coast Electric Ry. meet at North Asbury Park, N.J., at end of bridge crossing Deal Lake to Long Branch.
Stephen D. Maguire, 1411 River Rd., Belmar, N. J.

MONTREAL will soon dig a subway, according to Guy Gavreau, new chairman of Montreal Transportation Commission. This is the first time that MTC has openly favored a rapid-transit system, and comes as a surprise. It is the first sign of any effort to improve the downtown traffic congestion caused by buses since the streetcars vanished in 1959.

Steve Maguire

The proposed line would be T-shaped, a 15-mile system. The north-south route would start at Youville and run under St. Denis Street to St. Jacques. There it would turn west for a mile, then hook back to terminate at Peel and Sherbrooke. The east-west route would start at Girouard on the west end, and run via Sherbrooke, St. Catharine, and Ontario streets to Pie IX Boulevard, crossing the other route at St. Denis and at Peel. Most trackage would be underground. Estimated cost, $260 million.

QUERY: "Which was America's shortest trolley line, not part of a bigger system?" The shortest one we know of was the Wahpeton-Breckenridge Street Ry. that operated two cars 1.14 miles across the Minnesota-North Dakota state line. Does any reader recall an even shorter one?

ANGELS FLIGHT RY., a much-photographed tourist attraction, the last incline line in the Los Angeles area, which was doomed to abandonment, now gets a reprieve of at least ten years, exults R. A. Smith, 6829 N. Bion Ave., San Gabriel, Calif. But no reprieve is in sight for the important Long Beach interurban line out of L.A., which will soon be scrapped in favor of buses that the riders don't want.

THERE'S a race between Cleveland and Chicago as to which will be the first American city with direct rail connection to its airport. A favorable vote on Cleveland bond issues last November authorizes the Ohio city to issue bonds for building its long-awaited rapid-transit extension to its airport.

Chicago has already taken steps toward buying land along its Northwest

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North Shore car turns west on Lake St. from Wabash Ave. on Chicago El Loop route. Photo made 3 years ago.
T. Malott, 2623 N. Hampden Ct., Chicago

Expressway for use as a rapid-transit terminal and parking facilities in anticipation of the time when a rail-transit line is installed in the median strip. The Chicago Transit Authority's next rail extension would connect with the Milwaukee Avenue rail line, then run along an open cut to the Expressway and in the median strip to Cumberland Road and, later on, to O'Hare International Airport. Twice CTA sought funds from the State Legislature for this worthwhile project but each time was turned down. It still remains a top-priority project in CTA's 20-year improvement plan.

PITTSBURGH, Pa., loses another popular landmark; Pittsburgh Incline has ceased operating. Years ago Pittsburgh Railways boasted 15 inclines in active service, now has only three. The incline just closed was the only one having a curve. Originally it ran by steam but was electrified in 1918. Says Joe Cerny, 1022 Province St., Pittsburgh: "I rode that incline just once, on its farewell trip last December third." Too many people *never* rode it.

Pittsburgh Railways recently bussed its former rail route 94 to Sharpsburg and Lawrenceville.

SEATTLE will enjoy electric monorail service to its Century 21 Exposition next year. Exposition officials have signed a contract with Swedish Alweg Monorail to build such a line. Two trains of four cars each will be capable of speeds up to 75 mph, running with rubber tires and straddling a single concrete rail built from 16 to 20 feet above the street, supported by T-shaped steel columns.

As for the Seattle street railway lines, abandoned in 1941, you will find a detailed history of them, including a roster, in three 1960 issues of *Puget Sound Railroader*, 38 pages of such history being in the September issue alone. All three may be bought for $1, or 50 cents per issue, as long as they last, from Puget Sound Historical Asso., P.O. Box 1362, Seattle, Wash.

TOM McLERNON has some typical new plans for the Boston Metropolitan Transit Authority, reports Harry Adams, 41 Magazine St., Cambridge, Mass. McLernon is MTA's new general manager. He was head of the New York City Transit Authority when it engineered its "modernization" (pro-bus) program a few years ago. After being told that MTA faced a $20 million loss for 1960, he suggested discarding all trackless trolley lines and using buses, converting the Highland Branch line to rapid transit, building a rapid-transit loop system between Kenmore Square and Lechmere, new equipment for the Cambridge-Dorchester line, and expanding the Boylston Street subway to four tracks to help eliminate congestion.

NEW YORK'S BMT has begun to take delivery on 542 new subway cars costing $119,000 each, the first of which are being used to replace the oldest equipment on the Brighton Beach line.

These cars have only longitudinal seating as opposed to the partial right-angle seating on most other BMT cars. New York City Transit Authority contends that longitudinal seats speed up the loading and unloading and make additional aisle space for standees. You might call this a good break for strap-hangers, but plenty of rush-hour standees can't get near straps.

KANSAS CITY, KAW VALLEY RR., last remnant of the once-prosperous interurban lines in that interurban area, has applied for permission to abandon its entire route, 14.9 miles between Kansas City, Mo., and Bonner Springs, Kansas. If this freight-only line vanishes, as we expect, most of its right-of-way will be sold for a new highway and part of the sum received will be divided among ex-employees.

ADD to our listing of streetcars in museums: Johnstown Traction car 355 (Brill, 1926) is now at Clark's Trading Post, North Woodstock, N.H., where it joins a Boston MTA type-5 car, reports Allan Pommer, East Boston, Mass.

San Francisco Municipal Ry. car 1003 has been bought by Bay Area Electric RR. Asso. and is awaiting re-

Maj. John H. Vogel, 721 Crescent Blvd., Sea Girt, N. J.
The picturesque beauty that you find in the Japanese countryside is seen in this view of car No. 106 stopping at Mysonoshita station of the Hakone Tozan Railway.

moval to the new BAERA museum site at Rio Vista Jct., writes Ted Campbell, 39 Encline Court, San Francisco. Already on the new 24-acre site are ex-Portland Traction cars 4001 (ex-Indiana RR.) and 4011 (ex-Key 987). The fans want to lay a loop track with rail salvaged from the Stockton Terminal & Eastern Ry.

Iowa Ry. Historical Museum will soon get car 320, an old wooden interurban from the Chicago, Aurora & Elgin, bought with funds donated by members, we learn from *The Switch Lamp*, published by the Iowa NRHS, Box 279, Fort Dodge, Iowa.

The Iowa museum is unique in that it is allowed to use and operate its cars over an existing, operating trolley line, the Southern Iowa Ry. Besides SIRY equipment, it is permitted to run its ex-WCF&N car 100.

Ralph Cooper, 4229 Greenwood Pl., Kansas City, Mo., has written us a letter extolling the charms of the SIRY, which runs along 16 miles of track out of Centerville to Moravia. In the spring and fall, the Iowa museum group operates day and night interurban trips over the line in car 100 and Southern Iowa Ry. car 9. For night trips, light bulbs are strung picturesquely along the overhang of the old wooden station at Moravia that hasn't seen a regular passenger car for more than 50 years.

Ralph has written the following poem, "In Retrospect," about the Fort Dodge, Des Moines & Iowa line:

A flash of sparks along the wire on high,
A silhouette against the Iowa sky,
Folks a-movin' in the night
In swayin' cars of yellow bright,
A mother's child a-goin' home,
A man who rides the rails to roam,
Weary farmer on the shoppin' day,
Des Moines salesman in suit of gray,
Traction motors through fields of corn,
A crisp, melodic-soundin' horn.
Oh, for one more night, one more time,
To ride again the Fort Dodge Line!

AS WE ANTICIPATED in our Philadelphia Suburban Transportation Co. roster (Dec. '60), the old Brill center-door cars ran on schedule during the first foot-deep snowfall last winter. While the white stuff was piling up heavily in the early hours of Dec. 12, the two-car interurban trains, with big 33-inch wheels, bucked the drifts with ease on the four PST rail routes, reports E. Meyer, 28 Hughes Ave., Gloucester, N.J.

Another comment on our roster comes from Dave Shayer, 413 Lawrence Rd., Haverford, Pa. Inspecting the two sweepers at the Llanerch shops, he found No. 4 was lettered *McGuire-Cummings* and No. 5 *Russell Sweeper*. He thinks Jackson & Sharpe, not Jewett, built line car 07.

A fan group, the Southeastern Penna. Railway Asso., has developed a plan which it hopes will save the PST rail lines from being abandoned. This group

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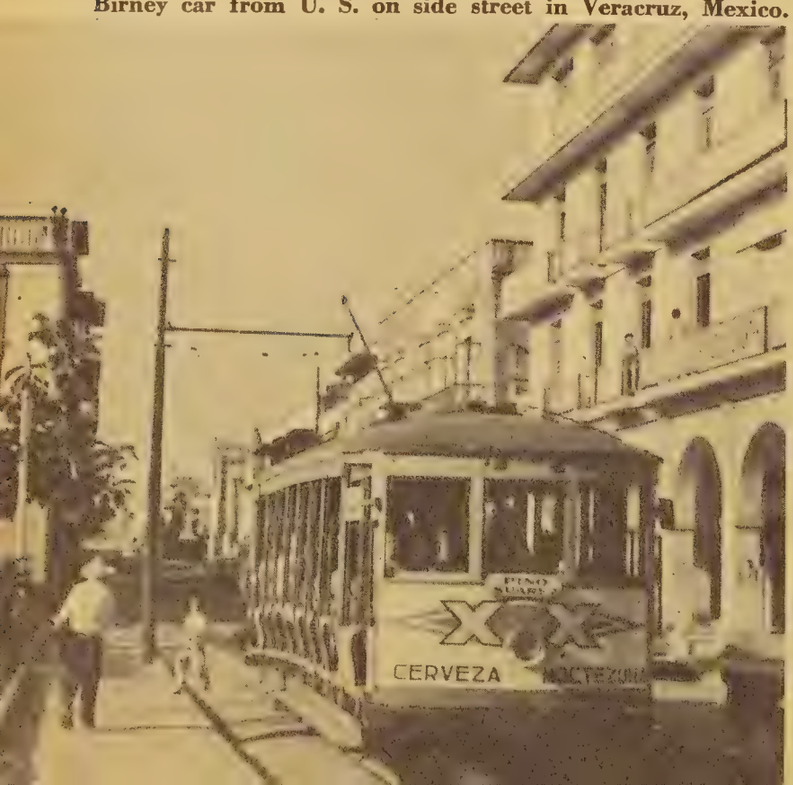
Stephen D. Maguire

Capital Traction car 303, age 65, will rest some day in Smithsonian Institution.

Congress Expressway, Chicago, is the first multi-lane highway of its kind built for both rail and automobile transportation on a common grade-separated right-of-way. It is a major contribution to the solution of traffic problems in metropolitan areas.
From a painting by John Gould, courtesy of General Electric

Thomas Walsh, 2430 Pennsylvania Ave., N.W., Washington, D.C.
Birney car from U. S. on side street in Veracruz, Mexico.



Harry Adams, 134 Everit St., New Haven, Conn.
Former Johnstown, Pa., car 357 at Branford Trolley Museum.

proposes operating the rail cars underground out of 69th Street Terminal. The idea is to tunnel under parts of West Chester Pike and the Sharon Hill-Media line so as to remove the cars from the congested trackage around the terminal.

Merritt Taylor, Jr., the PST president, termed the plan "a pipe dream," financially unsound. To which the *News of Delaware County* retorted editorially that "if private transit companies can't provide these necessities, the public can and will. . . ." The secretary of SPRA is James Gillin, 113 Shisler Ave., Alden, Pa.

MONTREAL LOCOMOTIVE WORKS has contracted to build 36 new large cars for the University Avenue branch of the Bloor-Danforth subway in Toronto. The price is $3,968,-264, lowest of ten bids received by Toronto Transit Commission.

The new cars will be aluminum, 74′, 5⅝″ long, with four doors on each side. Six cars will make a train of the same capacity as eight of the 57′ cars now running in the Yonge subway. Each will seat 84. Communication equipment will permit voice transmission between each train and the central control office, between motorman and guard, and announcements to passengers. Windows will be closed permanently, ventilation being by forced air. Delivery is due the latter part of next year. Our facts come from the Upper Canada Railway Society's *Newsletter,* Bob Sandusky editor, Box 122, Terminal A, Toronto, Canada.

NORTH AMERICAN visitors are invited to the Light Railway Transp. League convention May 20-22 in Douglas on the Isle of Man (located between Blackpool, England, and Dublin, Ireland). Program includes visits to the Manx Electric Ry., the Snaefell Mt. Ry., the Douglas Horse Trams, and the Isle of Man Ry. Details will be sent by W. J. Wyse, 27 Lexton Gardens, London, SW 12, England, to anyone who sends him an addressed envelope with an International Reply Coupon (obtainable at any post office) for postage.

Electric Railway Books

Fares, Please! has just been reprinted to meet a demand from many juice fans. This authoritative, well-illustrated book, the first full-length volume history of local transportation, was first published nearly 20 years ago and reviewed in *Railroad Magazine* at the time. It was written by John Miller, then editor of the *Transit Journal,* copies of which are now collectors' items. The reprint is in compact form, 5½x8″, with all the original illustrations plus a few new ones. It ranges from horsecar days to the bus era. Dover Publications, 180 Varick St., New York 14, N.Y., sells it at $1.50 a copy.

Publication date for *The Interurban Era* by Middleton (see page 31), is June 1. Price before that date, $12.75. Thereafter the book will cost $15.

The Street Railways of Connecticut, an 84-page collection of all past issues of *Transportation Bulletin* covering the subject, is a new hard-cover book selling at $3, published by NRHS, Connecticut Valley Chapter, Box 232, Warehouse Point, Conn. Included are all railway reports of Conn. Utility Commissions from 1895 to 1949, U.S. census reports for 1890, 1902, and 1907, and a list of every street railway chartered in the state, even those never operated. A complete, all-time record.

A 16-page illustrated history of electric traction's early years (1886-'88) in San Diego, Calif., written by Richard V. Doges, appears in issue 34 of *The Dispatcher,* quarterly publication of the Ry. Historical Society of San Diego. Its title is *Primal Electric Transit in San Diego.* The fine quality of the old photos surprised us. You can buy that issue for 25¢ from Eric Sanders, 7861 Normal Ave., La Mesa, Calif., or a yearly subscription to *The Dispatcher* (4 issues) for $1. Next issue will cover closing days on the Long Beach-L.A. route of LAMTA with a history, roster, etc., in anticipation of its service ending April first. ●

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Phila. Suburban Trans. Co. car 208 at Bryn Mawr on way to 69th St. Terminal.
Aaron G. Fryer, 6001 Drexel Rd., Philadelphia, Pa.

Hauling a coal drag, EM-1 657 (7607) blasts up stiff grade from B&O yards at Benwood Jct., W. Va., to single-track Ohio River bridge. (July 1957)

Don Wood, 29 Mt. Haven Drive
Livingston, N.J.

RAILROAD HOBBY CLUB

by Sy Reich

DAVID GOODYEAR, who had an almost incredibly large collection of locomotive photos, about 100,000 (mostly steam), and other railroadiana, died recently of heart disease, we learn from his widow. This collection was displayed at what Mr. Goodyear called the Railway Historical Museum, in their home at High Falls, Ulster County, N.Y. His widow now wishes to sell this material, including film and plate-glass negatives, slides, books, timetables, rosters, and old files of *Railroad Magazine* and *Trains*.

Sy Reich

"His New York City section is rare and valuable," says Mrs. Goodyear, "and could never be replaced."

She hopes, if possible, to sell the entire collection intact so that it might be preserved as a reference library in memory of her husband. If you write to her at Creek Rd., Esperance, N.Y., enclosed a stamped envelope.

Al Staufer, Box 57, LeRoy, Ohio, has just completed the fifth broadside drawing in his locomotive series: Cleveland Union Terminal electric passenger engine No. 704. These giants were prototypes for the New Haven and Pennsy GG-1's. Since the dieselization of the NYC's Cleveland Div. they have been shuttling mainline passenger traubs between Grand Central Terminal and Harmon, N.Y. We have never seen more realistic engine drawings than Al's. Each one is done in pen and ink and wash, printed on 80-lb. pebbled paper, 34x14", designed for framing, $1.50 postpaid.

Lou Schmitz, 2708 Laurel Ave., Omaha, Neb., is doing a good job as editor of *The Mixed Train*, Camerail Club's monthly magazine. This journal emphasizes Midwest rail activity. Its photo-offset pages carry features as well as news.

If you like to write to your girl friend on cards that show your hobby, you should know that Ed Bruce, 10263 S.W. Riverside Dr., Portland, Ore., has four different note cards available, each featuring a drawing of a steam loco in action, at 20 for $2.50.

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Steam locomotive roster information on the Flint & Pere Marquette, the Chicago & West Michigan, and the Detroit, Lansing & Northern is wanted by Harriet Noble, 10410 E. Jackson, Detroit, Mich., who won a college degree by writing about the PM.

The names of William H. Osborne and Sir Wm. Horne have just been added to the National Railroad Hall of Fame and Museum in Portland, Ore.

Due to a printer's error over which we had no control, it having been made after we OK'd final page proofs, no credit was given to Victor Hand, 1620 Ditmas Ave., Brooklyn, N.Y., for his photo on our April contents page.

Vice President Lyndon Johnson, proud of his election campaign by rail, last Christmas gave 500 friends sets of silver cuff links, each link engraved with a picture of his observation car. The links were made to order by Ralph Destino, 10 E. 34th St., New York City, who copied the engraved picture from a photo in our magazine's files.

Death has come to Sterling Wallace, age 70, Monrovia, Calif., boomer pal of late Harry Bedwell and prototype of fiction character *Wally Sterling*.

The Steam Parade

AN OLD steam locomotive which hauled many thousands of tons of logs during its 50 years of service with Comox Logging & Railway Co., Ladysmith, Vancouver Island, has just been retired, Comox having been dieselized. She is on permanent display at Lewis Park in Victoria, B.C., Canada, reports John Hoffmeister, 1715 Richmond Ave., Victoria. Baldwin built her in 1910.

Comox now owns a 1000-hp Baldwin diesel switcher ex-U.S. Navy. She weighs 120 tons as compared with 95 tons for each of her Baldwin steam sisters, both Mikes, Nos. 11 and 16. The Mikes are used on shop trains and extras.

Harry Olmstead says there is a Shay on display in front of the Old Shay Inn on State Rte. 63 south of McClure, Va.

Kent Loudon tells us that Dansville & Mount Morris No. 565 (2-6-0) has been moved to Chester, N.J., and relettered "Black River Railroad." She now runs on a museum pike owned by R. Whitehead. Also belonging to this museum project are a Railway Post Office car, a combine, and a private business car.

The Burlington announced that its last two steamers, 4960 and 5632, will be kept in operating condition. This involves the expenditure of thousands of dollars to keep them in ICC condition for use on railfan trips.

At this writing, the Atlantic Coast Line has at its Tampa, Fla., shops No. 460 (a 4-6-0) in excellent condition, reports Felix Brunot, and will put her on display in front of its Tampa offices. Who knows of any other engine with the same number as her wheel arrangement?

A steam action movie, "Narrow-Gage Across the Wasteland," showing

Erie passenger station, Geauga Lake, Ohio, recently vacated and Pullman car *Mt. Baxter*, built 1924, have been bought by Midwest Chapter, National Ry. Historical Society. Depot is being remodeled into club room. Car will be renamed *John S. Foster* to honor Midwest's oldest member, a retired Wheeling & Lake Erie engineer, and used on fantrips.

the Southern Pacific's Keeler branch in black and white, 8mm or 16mm, 200 feet, may be obtained for $6.98 from Blackhawk Films, Davenport, Iowa, according to Larson Powell, who says it is excellent.

C&NW No. 1899, one of the engines listed in our "U.S. Common Carrier Steam Power" (Feb. issue), has since been scrapped. reports Don Kinney. She had an accident last winter. A watchman at the Chase enginehouse was supposed to check on the water in her boiler. He didn't. She blew up, destroying the watchman and herself. Incidentally, we are accumulating additions to that list, which we will print in our next issue.

Jack Holst sends us this list of steam locomotives remaining in Oregon:

Peninsula Terminal Co. Nos. 103, 104, 2-6-2T, in service.

Northern Pacific Terminal Co. No. 16, 0-6-0, stored.

Stimpson Lbr. Co. No. 1, 2T Shay, on display in Portland's Forestry Museum.

SP&S No. 700, 4-8-4; SP 4-8-4; Finnish State Ry. 2-8-0 (5' gage), and UP 4-6-2 all on display in Oaks Park, Portland.

Oregon Portage Ry. No. 1, 0-4-0T, on display at Portland Union Station.

Condon, Kinzua & Southern No. 102, Heisler, stored at Kinzua.

Georgia Pacific Corp.: three units, 2-8-2T, on standby at Powers; No. 104, 2-8-2 on display at North Bend; No. 1, 2-8-2, on display at Toledo; No. 5, 2-8-2, on display at Corvallis.

Mt. Shasta Pine Co. 0-4-0T on display near Chiloquin at Collier State Park.

Long Bell Lumber No. 102, 2T Shay, on display at Vernonia; No. 104, 2-6-2T, and No. 105, 2-6-2, both stored by railfan at Vernonia for excursion use.

Medford Corp. No. 3, 2-8-2, occasionally used at Medford; No. 7, 3T Will. Shap, stored at Medford; No. 4, 3T Will. Shay, on display in Medford city park.

Robt. Dollar Lbr. Co. No. 3, 2-6-2T, and a 2T Shay, both stored at mill in Glendale.

Weyerhaeuser Co. No. 100, 2-6-2, standby at Sutherlin; No. 6, 2-6-6-2, standby at Syca Marsh.

Ed Hines Lbr. Co. 2-8-2, stored at Seneca.

Oregon Lbr. Co. No. 7, 3T Shay, stored at Baker.

Mt. Emily Lbr. Co. No. 1, 3T Shay, stored at NP Term. Co. yards for display at Portland, Oaks Park.

SP No. 2579, 2-8-0, on display at Vets. Memorial Park; No. 1229, 0-6-0, on display at Roseburg; No. 1785, 2-6-0, on display at Woodburn.

Longview, Portland & Northern No. 680, 2-8-0, standby at Grand Ronde.

Vancouver Plywood & Veneer No. 2, 2T Heisler, in service at Mill City.

Oregon, Pacific & Eastern 2-6-2T on display at Cottage Grove.

This lineup of present-day steam power in Nova Scotia comes from H. B. Jefferson, of Halifax, N.S.:

Maritime Coal, Railway & Power Co.: the 4-6-0's and one 2-6-0 in service at Maccan.

Cumberland Ry. & Coal Co.: one loco in service at Springhill.

Dominion Atlantic No. 2209, 4-6-2, stored at Kentville.

Acadia Coal Co.: 2-6-0 and 0-6-0 in service at Stellarton.

Drummond Mine: 2-6-2 and 0-6-0 in service at Westville.

Sydney Collieries Ry. No. 6, 0-6-0 and 2 or 3 other locos in service at Sydney Mines.

Sydney & Louisburg: 15 locos, mostly 2-8-0's and 2-8-2's recently in service at Glace Bay.

Baldwin 0-8-0 Camelback, built 1901 for Conquista Coal Railway, was taken over by Mexican Interntional, then the National of Mexico, and was scrapped in 1923.
Warren D. Stowman collection, 2011 W. Godfrey Ave., Philadelphia, Pa.

August 23, 1958: Two Grand Trunk Western 4-6-2's meet at Durand, Mich. Train at right comes from Detroit. Train at left, with engine 5634, arrives from Muskegon.
Rodger Darling, 1902 S. 17th Ave., Maywood, Ill.

Coming Events

EVERY Sunday afternoon and evening in April the 11th annual spring show of South Shasta O-gage two-rail DC layout will be held at G. A. Humann Ranch, 2 miles SE of Gerber, Calif. Admission by donation.

April 8: GTW steam excursion, Detroit to Lansing. For details send stamped addressed env., or phone Kiwanis Club, Detroit, Mich.

April 9: Budd RDC round trip on PRSL from Camden to Cape May, N.J., including Wildwood lunch stop and Ocean City, sponsored by Lehigh Valley Chapter, NRHS. Lv. Camden 10 a.m. EST, return 5:30 p.m. Fare $10. Contact Ernest Kovacs, 416 2nd Ave., Bethlehem, Pa., or Gerhard Salomon, 606 Hamilton St., Allentown, Pa.

April 11-14. Round trip special train, Washington, D.C., Charleston, S.C., for re-enactment of bombarding Fort Sumpter in Civil War centennial, sponsored by Wash. Chapter, NRHS. Total cost from Wash., Alexandria, or Richmond (incl. rail fare, sleeper, hotel, sightseeing tours, tax) for adults $86.50, kids $66.50. Leave Wash. April 11, 8:20 p.m.; return April 14, 7:20 a.m. Contact Civil War Committee, NRHS, 3113 Holly St., Alexandria, Va.

May 6: 2-8-0's doublehead railfan trip on Fort Eustis Military RR. For info. send stamped env. to Fort Eustis RR. Club, Crafts Shop, Bldg. 650, Fort Eustis, Virginia.

May 7: GTW steam excursion, Detroit to Battle Creek; slatted bag. car, air-cond. coaches, snackbar, gons, caboose; may inspect new GTW diesel shops. Adults about $8.50. For details send stamped env. to Michigan RR. Club, Box 2271, Dearborn, Mich.

May 20: GWT steam excursion, Detroit to Durand; slatted bag. car, air-cond. coaches, gons, caboose. Witness dedication of GTW Pacific 5632 on permanent display at Durand. Adults about $4.50. For details send stamped env. to Mich. RR. Club.

May 21: 100-mi. round trip over frt.-only Claremont & Concord Ry. in New Hampshire sponsored by RR. Enthusiasts, New Eng. Div. Train with open gons runs thru 2 covered bridges. Photo stops. (Route once boasted thru parlor-car service.) Fare $7, kids $3.50. Ticket deadline May 16. Send stamped env. for info. or tickets to Chas. W. Cheney, Trip Chairman, 18 Tremont St., Room 930, Boston, Mass.

May 21: riverboat trip, $10, sponsored by Conn. Elec. Ry. Ass., Box 436, Warehouse Point, Conn.

May 27: 730-mi. rail trip over entire DT&I system; lv. Detroit W. End Ave. sta. 8:20 a.m. Reclining coach seats, sleepers (2 nights), open gon, baggage-diner, caboose. Photo stops. Connects with BC&G trip mentioned below. Back in Detroit 7 a.m. May 29. Package rates, $42.50 to $65, depending on accommodations. Contact DT&I Trip Committee, Box 131, Carleton, Mich.

May 28: Buf. Creek & Gauley steam trip in W. Va., two 2-8-0's, a Shay; lv. Dundon, W. Va., 10:30 a.m. EST. Last Mack AC railbus active in US runs as advance section of train. Fare $11, incl. meal in ex-Rdg. diner, clothpatch rr. insigne. Contact Huntington Chapter NRHS, Box 1577, Huntington, W. Va.

Each year it's the same old story. Eastern clubs send us the kinds of details of railfan trips that we use in this section, but the Californians consistently refuse to do so; we don't know why.

Deadline for "Coming Events" in our next issue, out June 1, is April 12. Deadline for this section in the following issue will be about two months later, and so on.

May 30: MU car fantrip on the Reading's electrified suburban lines sponsored by Lehigh Valley Chapter. NRHS. Lv. Reading Terminal. Phila., 10 a.m. DST. Ride West Trenton, Doylestown, Hatboro, Chestnut Hill, and Norristown branches. Lunch and photo stops. Return 6 p.m. Fare $6.75. Contact Gerhard Salomon or Ernest Kovacs.

June 10-17: Eight-day steam round trip Chicago to Silverton, Colo., via CB&Q and D&GRW; ride Rio Grande slim-gage. Adults from Chicago, $186.35 and up; kids $130 and up; incl. hotel, nearly all meals, taxes. For details send stamped env. to Illini RR. Club, Box 62, Champaign, Ill.

Next: August (out June 1)

H. L. Kelso, ex-fireman and popular authority on locomotive types, will begin a new series of three informative articles on the Mogul . . . Plus other good features, many photographs, short hauls, six departments, fiction, and a full-colored cover.

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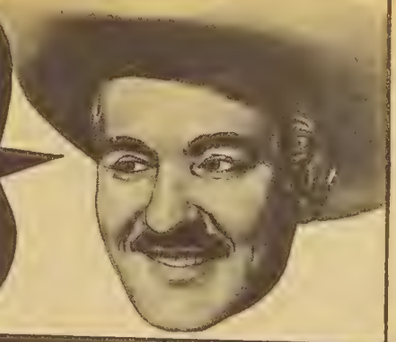

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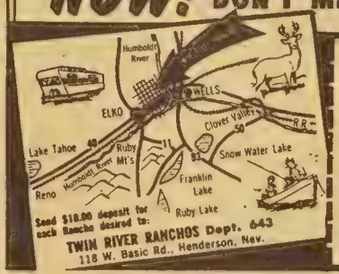

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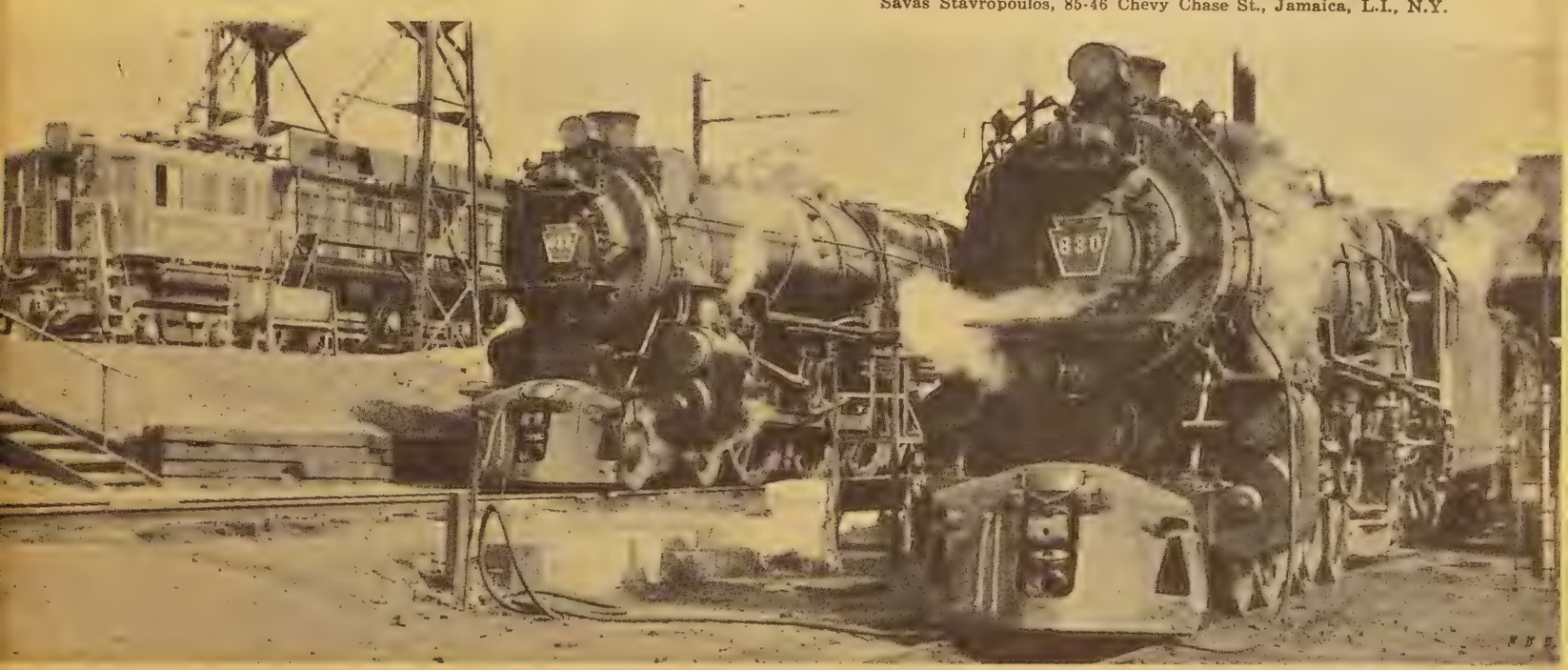
Indicate No. of Ranchos ____ Total enclosed $____

Aug. '57: Pennsy line-up at South Amboy, N.J.: electric No. 4773 and 3 K-4's numbered 612, 830, and (behind 830) 5436.
Savas Stavropoulos, 85-46 Chevy Chase St., Jamaica, L.I., N.Y.



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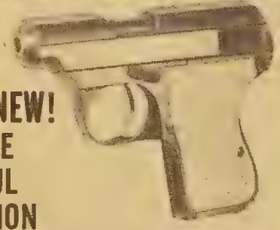

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Mail Car

(Continued from page 10)

MIKE QUILL, boss of the Transport Workers Union, who pulled a costly and useless strike on the Pennsy a few months ago, takes a belligerent view of New York Transit Authority plans to begin operating a crewless subway train on the 42nd Street shuttle line this spring.

"Next autumn," he warns, "when we open negotiations for a new contract for our members, we will demand, in addition to a wage increase and other improvements, ironclad guarantees on job security and protection against various schemes for automation on the transit lines. As far as the TWU is concerned, gadget or no gadget, the motormen and conductors will stay on the trains."

Our "Subway Automation" article (Feb. '61) evokes this comment from E. Harper Charlton, 4503 Claycut Rd., Baton Rouge, La.: "Automatic remote-control of the Post Office Railway in London, England, over a 6½-mile line with 40 sets of equipment serving 8 stations has been in effect since 1927. Its basic application need only be amplified to embrace any standard-gage operation. The control stations are much like those on any interlocking CTC. It carries about 6½ million letter-bags and 4 million parcel-bags a year, with 40 trains running without a human being on any one of them."

EDWARD GREEN'S article, "The Sun Sets on the Hump Rider" (Dec. '60), recalled memories to John T. Laws, 3568 Luke Circle N.W., Albuquerque, N.M., who writes:

"During the winter of 1919-'20, I rode the hump for the Indiana Harbor Belt Line (now NYC) at Gibson, Indiana. Since then, as a road freight brakeman, I rode the D&RGW hump over Tennessee Pass, 10,240 feet; the Southern Pacific hump between Indio and Colton, Calif., and the Santa Fe hump over Despair Mountain between Williams and Ash Fork, Arizona. Finally, beginning in 1923, I spent 30 years 'humping' for the Santa Fe over Raton Pass.

"I have a snapshot showing me as a hill brakeman in 1925, with a 'hayburner' lantern which burned lard oil, a brake club, and a badge, all of which have since become museum pieces. In all my 45 years around boxcars I never heard of a railroad failing to furnish brake clubs where they were needed. However, the IHB charged us 35 cents apiece for them. Failure to turn one in at the end of a night shift meant being docked.

"We rode as follows: went high and tried the brake. If it was OK we called out to the pin-puller to cut 'em off. There was no sitting down. You went right after them. If a cut was getting away from you, a washout with your old hayburner would be the signal for the switchtender to place a *skate* on the rail. When the *skate* worked, it would slide the lead pair of wheels, bringing the cut to a stop."

Edward Green comments: "The Canadian Pacific didn't make a point of advising each and every railroader that no clubs would be permitted on their humps. I do know that on the hump at Westfort Yards you would have been fired for using a club, for the reasons my article states, but other CPR yards may have permitted their use.

"Westfort had no numbers, badges, or checkers. The *bull hump* knew his crew and he didn't need a blueprint to figure out where they were. We never used *skates*. I never even saw one. You tried your brake and dog before the cutoff. If they didn't work, you said, 'To hell with it,' and called the bull hump, who usually had a solution.

"We had no trainmaster. The yardmaster was in charge of our circus. Unlike Mr. Laws, we sat down on every occasion. It was a long walk back and we got all the rest we could."

AS WE HEADED up the Mississippi toward St. Paul on the *Delta Queen* one Sunday," reports E. J. Quinby, 30 Blackburn Rd., Summit, N.J., "passengers aboard our sternwheel steamer saw a real steam locomotive scampering light along the Illinois Central tracks on the river bank, also going north. The two steam-propulsion sisters exchanged steam-whistle salutes. Then the locomotive disappeared around a bend.

"One of our passengers, Dr. Robert B. May, who boarded the *Delta Queen* at Winona, Wis., explained he'd come down from St. Paul on a railfan excursion drawn by that same locomotive. The old iron horse belongs to Louis S. Keller, 1033 Oakland Rd., N.E., Cedar Rapids, Iowa, who had bought her so that steam fans could ride behind a real engine. Iowa Chapter of NRHS and the Minnesota Railfans Asso. had sponsored the fantrip.

"The sequel to that story is ironic. While the locomotive was passing the *Delta Queen* a Milwaukee Road freight wreck at the St. Croix tower was tieing up the line. This delay lasted about 12 hours, obliging the fan group to stay on their train overnight. They got back to St. Paul at 6:30 a.m. Monday instead of on Sunday evening. The stalled train ran out of food. But Dr. May, on the *Delta Queen*, had plenty to eat and reached St. Paul half an hour before he would have arrived if he had stayed on the train."

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Late News Flashes

OUCH! The Reading has just slimmed its payroll 10 per cent by a combination of salary cuts and layoff of work forces. Other railroads here and there are taking similar action.

The Alabama Centrals set May 27, this year, as the date to abandon its entire 9-mile line, freight only.

Articles of incorporation have been filed in Dover, Del., for the Great Northern Pacific & Burlington Lines, Inc., the corporate name chosen for the proposed unified system including the GN, NP, CB&Q, and SP&S. The two Northern lines jointly own 97.18 percent of the Burlington and all of the SP&S.

The Central of Georgia, the Chicago Great Western, and the Reading have joined the national piggyback car pool of Trailer Train Co., bringing its membership to 76 percent of the nation's rail network.

Rock Island Lines have just installed a new communications line for dispatching trains between Goodland and Limon, Colo., 107 miles. During winter this rugged area is subjected to heavy snow and sleet storms, which play havoc with conventional telephone wires, so an aluminum alloy is used in the new installation.

The Alcan tank-hopper car has successfully withstood impact forces of one million pounds at about 9 mph. These tests were made at Kingston, Ont., Canada. It is expected that aluminum cars of this design will be built soon by both U.S. and Canadian carbuilders.

Paul Garde, Thirty-five Slides, Box 368, Green Mountain Falls, Colo., is bringing out a list of color and b&w slides of St. Louis Public Service trolleys, Portland RR. of Maine, and Canadian trolleys and interurbans. Anyone can get these multipage lists by sending him 5¢ in stamps.

The third edition of that fine illustrated book, Louisville & Nashville Railroad, 1850-1959, has been exhausted; and the L&N, 908 W. Broadway, Louisville, Ky., is putting out a fourth edition to sell at $3.50 postpaid. Our review a few months ago said that, considering the size, number of pages, the amount of information, good paper, and the wealth of illustrations, it was the best railbook buy available today.

Long Island Rail Road is running out of gas financially. Its ink may reach a depth of over $4 million this year. Right now, there is extreme doubt that the hard-pressed line will be able to meet its June payrolls. An unusually tough winter on top of rising wage demands from railroad unions over the years seems to have added "the last straw" to the long-overburdened commuter road. There is much speculation over the idea that New York State or some sort of regional authority may eventually take it over.

Alco Products has announced the sale of their first DL-640 to the Green Bay & Western. This unit with a B-B wheel arrangement and a 2400-hp diesel is the highest horsepower per axle locomotive sold to any American railroad.

Control of trains on the B&O main freight line between Baltimore and Philadelphia is being taken over by a modern signal system which makes one track do the work of two. The new installation of Centralized Traffic Control permits a single dispatcher at Baltimore's Camden Station to regulate two-way train movements along the new 91-mile single track to Darby, a suburb of Philadelphia. Nine manually-operated signal towers are being discontinued.

During rush hours last winter, when snow tied up highways, the Long Island Rail Road carried three times its normal commuter load.

The locomotive rosters previously announced for this issue were crowded out by the long Mexican feature, with its own rosters. For our next issue we plan rosters of the CNJ and N&W; and in the near future, Alabama shortlines and Erie-Lackawanna. ●

OUR OWN LINGO *by Bill Knapke*

LIKE THE MEN in every other industry, trade, profession, and specialized group, we railroaders have our own lingo or slang. But many disavow it. "Railroad men don't talk that way," they say indignantly. "Those words and phrases were dreamed up by fiction writers."

But you and I know better. All you have to do is ride a caboose, wander about a railroad yard, or climb the stairs into a signal tower and you'll hear bits of railroad slang uttered naturally, perhaps unconsciously, by some of the very men who tell you there is no such thing! They may be talking to you, denying the existence of our slang, and the next minute they'll bark an order to a brakeman or answer a phone call and lapse into the vernacular—that is, spike their dialogue with occasional references to hotshot, drag freight, highball, old head, team track, and the like.

Relatively little rail slang is heard today. That is because modern railroad men are better educated than their predecessors were, because the old boomers have gone, and because the way of life that once centered around the steam locomotive also has vanished. So there isn't much of our lingo left, but there is some.

Most of that lingo was probably coined by footloose boomers and spread over the States and Canada in their wanderings from one job to another, from one road to another. Those rovers were not satisfied with speech less picturesque than their activities; and many home guards, the guys who stayed put, picked up the colorful terms and passed them on to fellow workers.

Before that terminology is forgotten, I wish to put on record an exaggerated sample of boomer talk. I say *exaggerated* because I have purposely concentrated it to a greater extent than the boomers themselves did. But it is real talk. It's the kind I knew long ago when I was on the boomer trail. My sample includes only words and phrases that were in common use among boomers. When groups of *rails* (railroad men) talked about similar subjects in that era they used many of those terms and were probably familiar with all of them.

That morning you had taken an office on a boomer pike, received your company jewelry and company Bible, interviewed the eye-and-ear guy, and your mug shot, and were called for a hog an' a hunnerd for two p.m. After you took on the garbage at the greasy spoon, you went to the yard office.

The ringmaster wasn't there, but the mudhop told you the rattlers were on Six and you got the 2477. You crossed the yard to the turnout track, herded the pig up the lead, backed her against the brownies, tied her on, and turned in the wind. Now you were standing on the ground, waiting. Presently the toad nearest you got a sign from a wheel-beater and removed the blue flag from the 'gine.

Then the brains came with the flimsies. You sized him up as he drew near. He had a flat wheel, two pincers off his right mitt, and a pair of lamps that didn't miss a thing. An old head, you figured, and a wise skipper. He handed the flimsies to the hoghead, who read 'em back to him. The tallowpot was crouched in the gangway getting an earful. All of you pulled your Ingersolls.

"Eleven twenty-six," said the captain.

"Eleven twenty-six," the hogger said.

The Big O continued: "There's a Pure Food Law'd outfit at Moran and the dogcatchers are in the hack. Slow down enough to let 'em drop off. All right, let's go!" He turned to you. "What name're you using here?"

You laughed. "Yeah, I'm flagging all right, but don't worry. I wasn't G'd or 99'd," and you gave him your monicker. "Any short ones?" you queried.

"Yes, three behind four for the team at Thermo. Sap up a binder on one of 'em when you leave 'em."

The hogger put the Johnson bar in the company notch, twisted 'er tail easy, and leaned against 'em. They didn't come, so he horsed 'er over and rammed the slack back, put 'er ahead again, and widened on 'er. They started to roll but the hog flew up and lost 'er feet. The jockey shut off and when she quit dancing he dropped some seashore on the rusties and tried it again.

She bit in and started 'em rolling. You let a few of 'em go by. Then you hit the deck to watch 'em out. The hoggerino blatted a couple with the squawker and the switchtender at the end of the lead gave him a sassy highball. Soon the crummy rolled out on the main and you got a take-'em-away sign.

You thrust the staff of ignorance under a running board, walked over to the head end, and jumped down onto the tank and on into the cab.

"Good-looking real estate," you said.

"Not bad," agreed the bakehead. "I've seen worse."

"How much putty does these piles carry?" was your next query.

"Two twenty-five," came the reply.

You had bought a new pair of handshoes that morning and they were quite stiff, so you asked the hogger, "Mind if I take a few drops of the master maniac's life blood?"

"Help yourself."

The eagle-eye twisted 'er tail hard and she really began talking to 'em. He hooked 'er up and started hitting the high spots. This pig was a hand-bomber, and the tallowpot got busy with the diamonds. After a bit, he said: "Slap on the gun, will ya, shack?"

You obliged and listened to it sing. From time to time you looked back along the line of rattlers and found everything black. Once in awhile you'd cross to the hogger's side for a look-see. On one trip you asked, "How far to Thermo, hogger?"

"Five miles. Why?"

"We got an irritated spindle back there but she'll run that far without droppin'."

You stopped at Thermo, got rid of your three behind four, and attended to the offending spindle. You doped it and decided you'd better give it the Keeley cure. Then the Big O showed and he was toting a Keeley. You hung it on, set it, and gave the jockey a go-yonder sign.

Before you loaded on, the skipper said: "When we top the hump, give 'im a dozen pops down the other side."

"Okay, cap! Will do."

You went high and watched to see that the brains made the van all right.

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He did and you went ahead to the engine again. You tore around a corner, busted a cap, and there was a guy swinging a washout with the red and the hind end of a cripple's home sticking out on the main. The short flag that the guy gave, he musta been drawbar flagging until he heard you coming.

The hogger wiped the clock. You and the fireboy were down on the steps, ready to join the bird gang, but you were a coupla car-lengths from kissing 'em when you got stopped. The jockey tried to release the brakes, then he looked at you."

"We're in two pieces back there," he said.

You scowled. "Hope it ain't more than two pieces, say half a dozen, and I hope ya didn't get the secret works or even a lung on any of 'em."

But all you found was a coupla busted knuckles that were soon replaced, and you were on your way again. So it went on over the stretch. You headed in for the varnish one place, for a hotshot at another, and found the local in the lie-by for you. Then you met a coupla drags. One of em went in the hole for you, but you had to take siding and wait a few minutes for the other. As its waycar passed, the hind shack drew his fingers across his throat.

"Oh, oh!" you thought." A brass collar somewhere ahead, pulling tests."

You warned your engine crew to keep their lamps peeled. But it turned out that the brass collar had either departed or wasn't testing your outfit, for you saw nothing of him.

So you finally arrived at your terminal. Just an everyday day sort of trip. Nothing unusual. At the terminal, the goat was blasting on the lead and stuck you briefly. Then a snake bent a rail and headed you up a clear alley. When you got to the far end you amputated the pig and steered 'er to the roundhouse. That wound up the trip and you were ready for your eight.

NOW FOR A FEW DEFINITIONS

Amputate: uncouple (tie on, couple)
Bakehead: fireman of steam locomotive (often called tallowpot)
Bend the rail: open the switch
Big ox: conductor (sometimes big O, from first initial in Order of Railway Conductors; often called skipper)
Blasting: hard, sharp locomotive exhausts (sometimes called talking to 'em)
Blue flag: blue flag or light placed to notify all persons that men are working on cars or engine, which must not be coupled into or moved
Boomer pike: a railroad on which much of the personnel changed frequently
Brains: conductor
Brass collar: railroad official
Brownies: freight cars (sometimes demerit marks)
Cap: track torpedo
Clear alley: clear track in railroad yard
Company Bible: Book of Rules
Company jewelry: switch key, badge, lantern, etc.
Company notch: locomotive reverse lever at extreme end of quadrant, giving the greatest power
Corner: curve
Crummy, hack, or van: caboose
Cripple's home: caboose
Dancing: wheels spinning, usually driving wheels of locomotive
Diamonds: coal (black diamonds)
Dog-catchers: relief crew
Dope it: add oil, yellow soap, or pin dope to an overheated journal
Drag: heavy train of dead freight
Drawbar flagging: flagman standing close to rear of train (also called short flag)
Dropping: burning off car journal from overheated condition (sometimes a running switch)
Eagle eye: steam locomotive engineer (sometimes called hogger, hoghead, hoggerino, or pig jockey)
Everything black: no smoke, dust or other evidence of anything amiss
Eye-and-ear guy: company doctor who gives test for colors, sight, hearing, etc.
Flew up 'n lost er feet: locomotive drivers lost traction and slipped
Flat wheel: slightly lame in one foot or leg
Flimsies: train orders
Garbage: food at cheap lunch counter
G'd or 99'd: discharged for violating the non-drinking rule (G) or the flagging rule (99)
Goat: switch engine
Go yonder sign: highball, fast proceed signal
Greasy spoon: restaurant (also "snatch 'n grab")
Hand-bomber: locomotive, without a mechanical stoker, that must be hand-fired
Hand-shoes: mittens
Hit the deck: mount the top of a freight train
Hog or pig: large steam locomotive (hog 'n a hundred is a long heavy freight train and big engine)
Hook 'er up: draw reverse lever to near center quadrant
Horse 'er over: reverse the engine
Hotshot: manifest freight train, fast freight
I'm flagging: working under an assumed name
Ingersoll: any watch
In the hole: on a siding
Irritated spindle: overheated car journal
Johnson bar: locomotive reverse lever
Join the bird gang: leap off moving engine or train
Keeley: portable reservoir for cooling hot journals (Keeley cure is running an overheated journal on water
Kissing 'em: colliding
Lamps: eyes
Lead (track): track from which yard tracks diverge
Leaned against 'em: gentle pull on train
Lie-by: siding
Local: freight train doing station switching and handling LCL (less than carload lots)
Lung: drawbar
Master maniac: master mechanic (valve oil was called master mechanic's blood because the m.m. doled it out so sparingly)
Mudhop: yard clerk
Mug shot: photo to affix to application
Office: job
Old head: experienced employee, usually with lot of seniority
Putty: steam from locomotive
Pincers: fingers (mitt meant hand)
Pops: retaining valves
Pure food law: hours of Service Act
Rattlers: freight cars
Real estate: coal (seashore meant sand)
Ringmaster: yardmaster
Rusties: rails
Sap up binder: set hand brake
Sassy highball: fast preceed signal
Secret works: drawbar and draft timbers
Shack: brakeman
Short ones: freight cars to be set out en-route
Slap on gun: put injector to work supplying water to boiler
Squawker: locomotive whistle
Snake: switchman
Staff of ignorance: brake club
Stretch: railroad division between terminals
Team track: track where wagons or trucks can unload cars
Toad: car inspector (also called wheel beater)
Turnout track: track where engine placed when called for train
Turn in wind: admitting compressed air from engine to train
Twist 'er tail: open throttle wider
Two pieces: train broken in two
Test: condition created by an official to observe if crew obeys rules
Varnish: passenger train
Washout: violent stop signal
Way-car: caboose
Widen on 'er: open throttle wider
Wipe the clock: emergency application of air brakes
Wound 'er up: Finished shift (sometimes meant getting speed quickly)
Your eight: eight hours of rest required under the Hours of Service Act •

BOOKS of the RAILS

FIDDLE HILL, by James McCague, 343 pages, Crown Publishers, Inc., 419 Park Ave. South, New York City, $4.50.

Those who deplore the rarity of railroad novels will welcome this exciting new one by James McCague, author of *The Big Ivy*. Jim was born in Chicago, almost next door to the Lake Shore & Michigan Southern roundhouse, the son of an engineer on that road. As a boy he hung around yards and terminals, watching the smoke-plumed trains come and go, and he found *Railroad Magazine* more fascinating than school textbooks. Jim was a callboy and work-report clerk at New York Central's Englewood roundhouse for four years.

"I was there," he recalls, "when the Central's first diesel switcher hit the rails. In those days more than one old head voiced the solemn opinion that diesels might do for yard service but would never run on the main line."

Fiddle Hill's first paragraph sets the keynote for 343 pages of lusty, brawling, steam railroading:

> In the old days they used to change engines and crews at Cumberton, and the place would seethe with hot cindery life any hour of the day or night, as the high, lean passenger jacks and the heavy freight hogs waited on the roundhouse leads, darkening the mountain wind with reeking soal smoke, grumbling in steamy impatience, and each hour crackled with scheduled urgency as they'd couple into Pacific Midland tonnage and thunder across the high, rugged land.

Fiddle Hill's first paragraph sets the train-lengths away from a Nobel or Pulitzer prize for literature, but it comes closer than anything else we've read to being "the great American *railroad* novel."

DIRECTORY OF RAILWAY OFFICIALS & YEAR BOOK, 1960-'61, compiled from official sources under direction of The Railway Gazette editor, 618 pages, tab index plus 3 other indexes, Tothill Press Ltd., 33 Tothill St., Westminster, S.W.1, London, England, 60 shillings. (North American buyers can get international money order from any post office.)

No other such reference book covers railroads of the world. This one is now in its 66th year of publication. With each road listed is the latest accurate data: brief histories, mileages, gages, financial, officials, and locomotives and rolling stock as of June 19, 1960.

Also 233 pages of other information. For example, 22 pages on electrified railways, 5 pages on the steam locomotive, and 4 pages on the diesel. Passenger and freight cars, brakes, signals, U.S.A. statistics, development of world's rail mileages, altitudes on world's railways, longest tunnels, famous bridges and viaducts, principal gages, train wrecks, speed records, longest station platforms, chronology of railway history, and bibliographies.

Each edition takes note of new developments such as the rapid extension of electric and diesel traction, the building of new railroads in underdeveloped countries, and abandonments.

THE CROOKEDEST RAILROAD IN THE WORLD, by Ted Wurm and Al Graves, 123 pages, over 100 photos, a few line cuts, maps, alltime equipment roster, bibliography, indexed, Howell-North Books, 1050 Parker St., Berkeley 10, Calif.

Story of the birth, 30-year life, and death of a small mountain railroad, the Mt. Tamalpais & Muir Woods, in California. Replete with the kinds of reading matter and pix that delight steam hobbyists and shortline *aficionados*. High point is a trainload of 65 passengers racing a forest fire.

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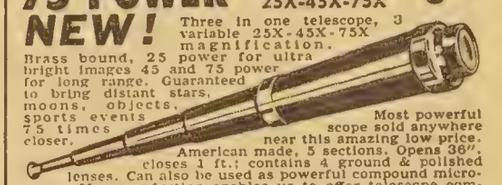

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UNION PACIFIC (STEAM) LOCOMOTIVES, including OSL, OWRR&N, LA&SL, SJ&GI, and LNP&W, Vol. 2, by Wm. W. Kratville and Harold E. Ranks, 166 pages, 11x8-1/2", thick coated paper, loose-leaf binding, over 300 photos, 280 charts and diagrams, available from Wm. W. Kratville, 337 S. 70th St., Omaha, Neb., $8.50.

Vol. 2 concentrates on the UP's subsidiary lines. It embraces a great collection of photos, also mechanical details, cutaway drawings, and 10,000 words of informative text matter. It does not overlap Vol. 1. For the most part, its material was never published before as public reference. Among the topics covered are stokers, boosters, stack exhaust systems, compound locomotives, superheaters, fireboxes, boilers, cabs, classified repairs, and valve gear. All in all, a rich supply of material for steam fans to enjoy and ponder over. Despite the almost total lack of action shots in this volume, which is regretable, the authors have done a noteworthy job.

FREIGHT CARS ROLLING, by Lawrence W. Sagle, 127 pages, 8-1/2x11", sturdy binding, illustrated, Simmons-Boardman Publishing Corp., 30 Church St., New York City, $5.

This well-planned reference book tells what you might want to know about freight cars: how to identify them, what each one carries, how they are routed, inspected, and repaired; train crews, classification yards, how rates are computed, operating problems, etc. Scores of good photos. Standard blank forms. Actual plans of major types that modelbuilders will seize upon with glee. The author is a distinguished B&O public relations man, a railroad historian, and a museum curator.

BULLETIN 103, Charles E. Fisher, editor; 96 pages, paperbound, illustrated with photos and maps, Railway & Locomotive Historical Society, Inc., Baker Library, Harvard Business School, Boston, Mass., $2 to members, $3 to non-members.

A pot-pourri of authentic railroad lore such as locomotive builders not mentioned in *Bulletin 58*, "Notes on the Life of Sir Henry Thornton," "Narrow Gauge in the Fiji," The New Haven's Wooden Coaches," "The Case of Coleman vs. the New Haven," "Seattle Coal & Transp. Co.," and "Early Locomotives in the South." Many serious railfans keep reference files of these high-class *Bulletins*. Some back numbers may be obtained from R&LHS by addressing Mr. Charles E. Fisher. Enclose a self-addressed stamped envelope.

MEN OF SCIENCE AND INVENTION, by Michael Blow in consultation with Robt. P. Multhauf, 154 pages, 7x10-1/4", 143 illustrations (58 of them in color), bibliography, indexed, American Heritage Junior Library, 551 5th Ave., New York City, $3.50; Goldencraft edition for libraries, $3.79.

Seventh volume in a series that includes *Railroads in the Days of Steam*. Covers 3-1/2 centuries of "Yankee inventiveness." Recommended for the junior high school age group. The color-pictures are magnificent. ●

Reading Steam Trips

The Reading announces eight Iron Horse Rambles with the 2124 and/or the 2100, the last two active steam engines on a major Eastern railroad. Speed picture stops on each trip. All fares include tax. Children between 5 and 12 half fare, except April 29 ($4.50, $4.15, $3.50 respectively) and July 16, $4.80.

April 9: from West Trenton, N.J.; Jenkintown and Wayne Jct., Pa., to Wilmington, Del., via Wilmington & Northern branch. Fare $9.

April 22: from Jenkintown and Wayne Jct. to Gettysburg, Pa. Fare $10. Bus tour of battlefield optional at extra cost.

April 29: from Harrisburg, Hershey, Lebanon, and Reading, Pa., to Philadelphia for historical bus tour of city. Stop at Valley Forge. Fare: from Harrisburg or Hershey, $8.25; from Lebanon, $7.50; from Reading $6.25, all incl. bus fare.

May 7: from Jenkintown and Wayne Jct. to Gettysburg. Fare $10. Bus tour of battlefield optional at extra cost.

May 14: from Bethlehem and Allentown, Pa., to Gettysburg, Fare $9. Bus tour of battlefield optional at extra cost.

June 11: from Port Reading and W. Trenton, N.J., to Zionsville, Pa., via North Penn and Perkiomen.

June 17: from Reading, Lebanon, and Hershey to Gettysburg. Fare: from Reading, $8; from Lebanon and Hershey, $7. Bus tour of battlefield optional at extra cost.

July 16: from Jenkintown, Lansdale, Quakertown, and Bethlehem, Pa., to Indian Echo Cave (near Hummelstown, Pa.) and Hershey Park, Pa., adjoining the great Hershey Chocolate Co. plant, Fare $9.65, incl. 45-minute tour of cave, 2-hour stopover at Hershey.

An impressive souvenir of such trips is the recent disk, *Reading 2124*, available in both monaural and stereo from North Jersey Recordings, Box 2, Maplewood, N.J. Sounds of the big 4-8-4 were recorded from on the train and at trackside. Included is ex-Reading 0-4-0 Camelback No. 1187, now Colorado Fuel & Iron No. 4, heard in a whistling salute to the 2124. Both are powerful-sounding yet nostalgic. Technical excellence is outstanding. Monaural version, $4.95; stereo, $5.95.

The stereo version is noteworthy in that the "in-one-side-of-the-room, out-the-other" effect is replaced by true stereo presence. You feel that you're actually on the train or beside the track as the 2124 comes whistling by—something this listener has missed in other railroad recordings. A *must* for railfan record-players.—*Sy Reich* ●

With very few exceptions, diesel locomotives are not named; but all Frisco E-7's (like *Fair Play*, pictured in Dallas, Texas) bear the names of famous racehorses.
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THE SWITCH LIST

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Be sure to state: (1) sizes of pix, (2) whether pix show steam, elec., diesel, etc., and (3) whether or not a list is available. If you want pen pals, state your interests so they will know what to write about. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N.Y.

JOHN AARDEMA, 223 Slater St., Paterson, N. J., wants p.c. size pix Interstate locos, 5x7 pix VGN rblt. 800's, 610, CC&O 1-37. Sells rr. books, pix. (SAS).

HOWARD AMELING, 807 Court St., Fremont, O., sells sizes 3½x5 to 8x10 steam pix NYC, NKP, B&O, GTW, CNR, CPR, N&W, PRR, EBT. (SAS).

R. C. BEACH, Randolph, Minn., sells emp. tts., mostly CGW; tts. of many rds. in 1940's; state wants. Buys pix, railroadiana, only CGW.

V. W. BEST, Space 43, 1428 Beach St., Montebello, Calif., will send 7 LAMTA transfers to anyone sending an SAS while supply lasts.

DEREK BOLES, 4360 Dupuis Ave., Montreal, Canada, trades CNR, CPR tts. for U.S., British or Russian tts.

HENRY BOLIN, 162 Goldenrod Ave., Franklin Square, N. Y., wants pix, closeups, side, top, rear, front, cab, tender, brake rigging C&O H6 2-6-6-2.

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GORDON COURTENAY, 7721 Pioneer Blvd., Whittier, Calif., wants to contact E. Kern, rr. photographer.

LU CUMMINGS, JR., 129 Nevin St., Lancaster, Pa., will buy tape recordings of Strasburg's 0-6-0.

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R. A. FREDERICK, 8417 Lindbergh Dr., Indianapolis, Ind., wants data on USRA 2-8-0 steam locos 610-612.

PRENTICE GUDGEN, JR., 417 W. Adams (St., Ave., Blvd., Pl., or what?), Pittsburg, Kan., buys switch keys, rr. lanterns, locks, stationery, metal hat emblems, passes, tkts. Sells Gordon Transit bus tokens, 35c ea.

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OWEN DAVIES, 1214 LaSalle St., Chicago, Ill., buys and sells back issues of Railroad Magazine, books, other railroadiana; big list free.

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GEO. HOLMES, 612 Whittier St., N.W., Washington, D. C., wants EBT info., pix.

BOB INGHRAM, Box 194, Chesapeake, Ohio, buys Kelly's Creek pix, slides, negs., any size.

GREG JACKSON, 1320 E. Delmar, Springfield, Missouri, sells armpatches, slides, railroadiana, etc. List 10c.

PETE JEHRIO, 153 8 Ave., N. Tonawanda, N. Y., sells sizes 127, 116 pix on approval. Buys orig. negs., any size, steam, diesel, elec., trolley.

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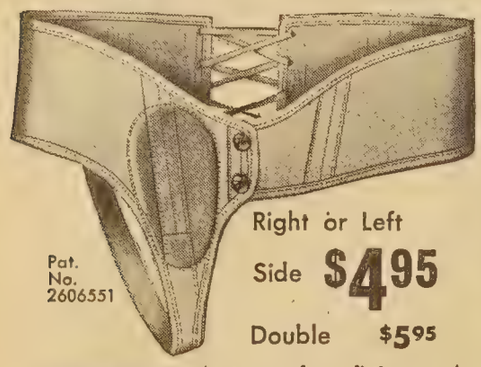

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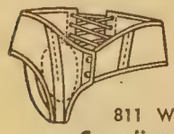

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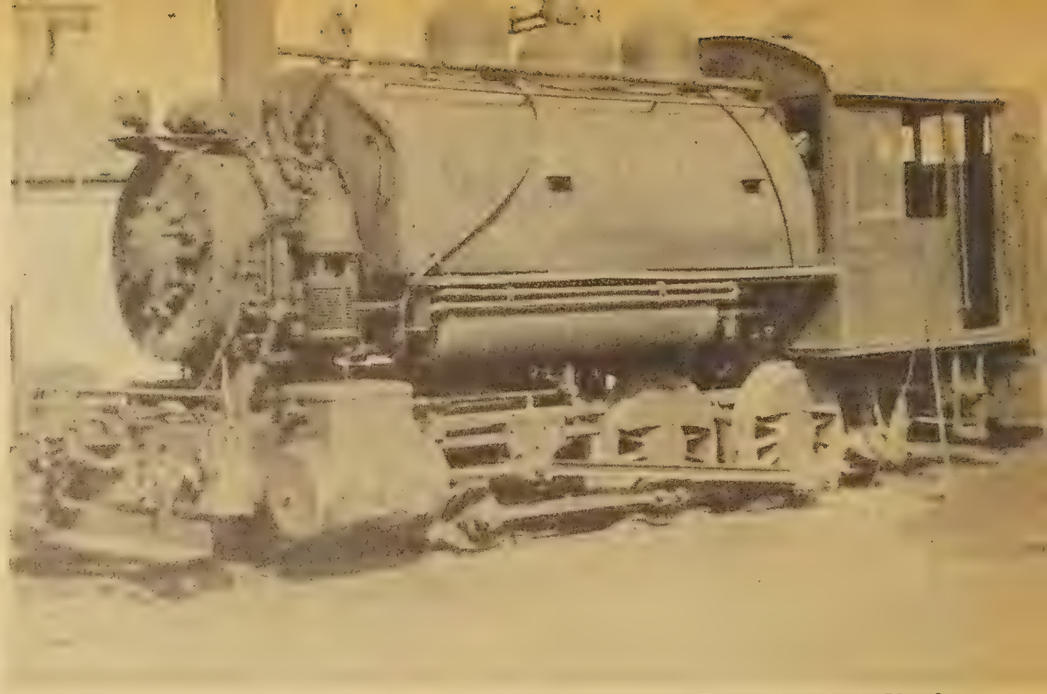

One of the few steam locomotives operating today in eastern Pennsylvania is No. 3 of C. J. Lavino & Co., at Sheridan; an 0-6-0T switcher built by Alco in 1931.
Bob Lemuth, 3045 Edmonds Rd., Lafayette Hill, Pa.

DON KISSICK, 36 Thompson St., Princeton, Ill., wants emp. tts., tts., negs., CA&E, CNS&M, CSS&SB.

FRANK KNIGHT, 860 N. 22nd St., Philadelphia, Pa., wants any size pix PTC routes 7, 9, 48.

ROGER KRUEGER, 1936 Brigden Rd., Pasadena, Calif., sells pix of Western shortlines and SP. List free.

JEROME LACHAUSSEE, 706 Jackson Ave., Pascagoula, Miss., will sell Off. Guides, May, Dec. '57; Jan.-Mar. '58; good cond.; ea. or lot; make offer.

BOB LARSON, 3004 Wayne Dr., Sioux Falls, S. D., buys railroadiana, pix, info., tts. of S. Dakota rrs.

TOM LEE, Rte. 1, Livia, Ky., buys all kinds of steam whistles, esp. from locomotives.

E. T. LEVAY, JR., 13 Summer St., Framingham, Mass., wants tts., emp. tts., pix D&RGW n.g. lines '45-'55.

ED LEWIS, Box 1071, Sierra Vista, Ariz., sells tts., emp. tts. from steam and elec. roads. (SAS)

R. MARGOLIN, Box 11, Moorestown, N. J., buys, sells, trades sizes 620, 616 steam, diesel, elec. negs.

JOHN McCALL, 2814-B Cornell, Lubbock, Texas, trades size 616 steam negs. MKT, SP, UP, ATSF for negs. of ATSF gas-elecs. Buys prints, negs. of same.

STAN McCARTHY, 425 Boonville, Springfield, Missouri, buys collections of original steam slides or movies.

GEO. MENGE, 4411 1 Pl. N.E., Washington, D. C., trades duplicate 35mm color slides of southern and eastern rrs. for slides of steam, diesel, elec. on any US or Canadian road.

ED METZ, 9204 Academy Rd., Philadelphia, Pa., sells, trades 1930-'40's emp. tts., tr. orders of NYO&W, Erie, NYC. (SAS)

AL MILLER, 1836 Gardena Ave., Glendale, Calif., buys, trades for Climax, Alco Rhode Is., Davenport pre-Alco builder's plates.

N. C. MILLER, JR., 1623 Birchwood, Sarasota, Fla., will make original watercolor paints of steam locos. (SAS)

JOHN MOFFAT, Box 101, Oxford, N.Y., will sell 800 tts. from 1950's or will trade for or buy tts. from D&H, DL&W, EL, Erie, LV, NYO&W, NYS&W.

DOUG MORRIS, 934 Dayton St., Hamilton, O., buys emp. tts. and train orders.

DAVE MULKINS, Box 315, Fairfield, Iowa, wants CB&Q, CRI&P, SP, ATSF, WP, D&RGW, UP tr. orders '38-date. Also wants unused order pads.

TOM MULLAHEY, 933 E. Center St., Mahanoy City, Pa., wants switch locks from all rrs. Will sell tr.-order hoop. Wants data, pix, maps of Lehigh & Susquehanna.

BEN MYERS, 710 Weschler Ave., Erie, Pa., buys sharp steam negs. of PRR and ex-PRR locos, esp. N&PB and West. Allegheny.

DAVE NESTLE, 81 Hill St., Greenwich, N. Y., sells much railroadiana. List, 8c in stamps.

TOM O'NEIL, 715 Verner Ave., McKeesport, Pa., buys pix EBT. Wants any age pen pal interested in EBT.

AL PATERSON, 451 Maplehurst Ave., Oakville, Ont., Canada, sells steam action and still pix CPR, CNR. List 25c.

TOM PHILLIPS, 10408 Montrose Ave., Bethesda, Md., will buy CERA bulletins, esp. 101.

JOE QUINN, Box 1044, Tillson, N. Y., buys any size original steam negs. from any rr. Sells size 116 steam negs., pix on approval.

DAVE READ, 1526 3rd Ave., N., Columbus, Miss., buys any size steam pix from any rr., emp. tts.; sells diesel pix, size 127, C&G, SOU, SLSF, GM&O.

LEONARD RICE, 1639 Belvedere Blvd., Silver Springs, Md., wants WM loco pix. Norris Young, please write him.

WAYNE RIDDLE, 19 N. 31 St., Paxtang (Harrisburg), Pa., buys and trades steam loco pix from rr. calendars.

PIERO ROMAGNANO, 14 Via P. Isola, Novi Ligure, Italy, wishes to obtain steam loco whistle to attach to his steam thrashing engine.

JEFF ROOT, 937 Liberty Ave., El Cerrito, Calif., wants info. on SP steam locos 2728, 1744, 4460, 4461. Wants info. on SN, Tidewater & Southern, and ATSF 3759.

G. M. SAUDER, Lake City, Pa., old issues Railroad Magazine, MRC, Mdl. RRer, Trains, HO Monthly, Lionel mags.

H. N. SAUYU, 610 Empire Blvd., Rochester, N. Y., sells back issues of Railroad Magazine and Trains, also engraved loco. watches, lanterns, photo calendars, other railroadiana. (SAS)

W. J. SCHELLER, Box 533, Marinette, Wisc., sells C&NW, CSPM&O, MSP&SSM train orders from '38-'40.

A. R. SHADE, 9831 Aldridge Dr., Columbia Station, O., sells steam and elec. tape recordings B&O, CNR, CPR, NKP, etc. List, sample 50c.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn., sells 1915 B&M, B&A tt., BAR, CV 2¼x2¼ negs., 5x7, 8x10, 35mm pix, back issues Railroad Magazine. List 20c.

J. SHAFER, 4359 Lafayette Rd., Evansdale, Iowa, wants rr. pix, stock certificates, picture postcards.

DAVE SHERRON, 826 N. 5 St., Reading, Pa., will sell "Motive Power of Union Pacific", '41 Lionel catalog, Oct. '27 Baldwin Locomotives mag.

JOHN SILVA, S. del Carril, 1880, Sana Fe, Argentina (loco engr. instructor), wants pix US and Japanese steam locos and tractors for use in his classes.

ROY SMITH, R.D. 1, Box 172, Wilkes-Barre, Pa., will sell complete set 136 back issues of Railroad Magazine, good cond.

BOB SPRAGG, 1050 Plymouth St., Windsor, Conn., buys and sells 35mm, 2¼x2¼ color slides CP, CN, UP, CB&Q steam. List free.

WM. STAUDE, 19 E. Central Ave., Telford, Pa., sells size 616 negs. of RDG Iron Horse Rambles, Borsum's Safari in Steam. (SAS)

M. W. SWANSICK, Box 15322, Lakewood, Colo., sells 35mm color slides D&RGW n.g. steam at Salida, Poncha Pass, Marshall Pass, etc. (SAS)

PAUL THOMPSON, 229 N. Summit Ave., Prescott, Ariz., wants any size orig. negs. SP 3000 class 4-4-2, 3500 class 2-8-4, 4400 class 4-8-4.

WM. TODD, JR., 218 Longnecker St., Buffalo, N. Y., sells pix, negs., rr. books, plans, etc. (SAS)

D. VOYTANIC, 3419 W. 65 Pl., Chicago, Ill.,

buys, sells, trades trolleyana, incl. whistles, headlights. (SAS)

J. H. WALL, 31 Harrison Ave., Rensselaer, N. Y., collects govt. postcards and envs. with RPO cancelcelations.

CHAS. WILDBERGER, 194 Gough St., San Francisco, Calif., wants info., pix, etc. on Oahu Ry., Hawaii.

GERALD WOJCIECHOWSKI, 10748 S. Ridgeway, Chicago, Ill., buys, sells, trades switch keys. Wants CNS&M, CA&E, CSS&SB, GM&O.

DON KISSICK, 36 Thompson St., Princeton, Ill., wants streetcar and interurban employees as pen pals; also pass. tts., esp. Midwest.

A. R. WARD, 71 Chadwick St., Paterson, N.J., trades negs. LNE, NYS&W, Erie, Lack., also trolley negs. (SAS)

PAUL THOMPSON, 229 N. Summit Ave., Prescott, Ariz., seeks circus-train negs., and size.

BOB WEBSTER, 5244 Dunbar St., Vancouver, B.C., Canada, will trade size 116, 120 negs. CNR, CPR, NAR, BCER, TTC, etc. Wants steam, traction negs. of same. List 10c coin.

P. MURPHY, 1726 N. 3rd St., Philadelphia, Pa., will sell amusement-park train and tracks. Send stamped env. for details.

WM. FORDER, Box 283, North Bay, Ont., Canada, sells color postcard Ont. Northl. 503 (2-8-0), 10c postpaid; US or Can. dime or Can. stamps; no U.S. stamps. (Ed. note: card is beautiful, sharply detailed.)

HARRY BENNETT, Jr., 1804 N. Mount St., Baltimore, Md., wants pix (what size?) of GM&O 1900 loco, Ingalls; Pennsy E-44 locos, US Army and Navy AF locos, cars; FCP (Mexico) boxcars).

ERIC RODGERS, 189 Elm St., Westfield, N.J., will buy oldstyle rr. lanterns, globes, esp. from defunct rds.; list all markings.

ERNIE PLANT, 6344 Argyle St., Horseshoe Bay, B.C., Canada, sells 35mm b&w slides of CPR, PGE steam; pc pix BCER, CPR, CNR, NP. List for 5¢ Canadian stamp or US nickel.

BOB FREMMING, Dallas, Wis., sells variety of postcard photos, steam action shots, wrecks, etc.; etchtone 24 for $1, photo gloss 10¢ ea., plus stamped env. (Ed. note: these are good quality.)

FRANK BUTTS, 476 N. 5 Ave., Sturgeon Bay, Wis., sells, trades color trolley slides, trolley negs. (SAS).

ROY WAKE, 1429 W. Congress Pkwy., Chicago, Ill., sells pix, mostly steam, 40 rrs.; 10-page list and sample 25¢.

R. A. SMITH, 6289 N. Bion Ave., San Gabriel, Calif., will buy printed material on Pacific Elec., esp. Swett's Interurban Specials.

LEO CALOIA, 14813 Mansa Dr., La Mirada, Calif., trades western rrs. 35mm, 120 steam negs. for those of eastern and southern roads.

PETER JEHRIO, 153 8 Ave., North Tonawanda, N.Y., wants to contact present owner of rr. photo collection of late H. Sullivan, Placenta, Calif.

RAY WESTING, 6325 Hancock Ave., St. Louis, Mo., sells back issues Railroad Magazine, Trains, Off. Guide, emp. tts. (SAS).

KEN HARRISON, 2950 Cherry Lane, Walnut Creek, Calif., sells traction roll signs, hardware; list free. Wants trolley postcards.

DWIGHT BECKWITH, 143 McGraw Ave., Webster Springs, W. Va., wants WM whistles from Decapod, Potomac, Consol. or Pacific; WM sw. key.

A von BLON, Box 122, BU Sta., Waco, Tex., wants items of Houston & Texas Central, H&TC Townsite Co., Trinity & Br. Val., rr. books.

J. E. DAVIES, 94-a Myddleton Rd., Bowes Park, London N. 22, England, trades color slides, also b&w pix (what size?) English rr. equip., views.

ART SPELTZ, 505 Albert Lea St., Albert Lea, Minn., sells pix (what size?) Clyde Beatty circus train, other circus and carnival pix; list and sample 25¢.

DAVE NESTLE, 81 Hill St., Greenwich, N.Y., sells wide variety of railroadiana; list 8¢.

FELIX BRUNOT, 645 E. 54th St., Hialeah, Fla., sells 3½x5, pc pix steam and diesel, many US and Canadian roads. List and sample free for stamped env.

JOHN BAGIENSKY, 1236 Bellaire Pl., Pittsburgh, Pa., trades Pittsburgh Rys. tts., transfers. Wants size 620 negs. Pennsy K-4, T-1.

J. R. KNOLL, 508 W. Parkway, Tempe, Ariz., sells 8x10 pix Mag. Ariz., SW Lbr., other SW roads; also emp. tts., rulebooks, other railroadiana; big list free.

JOHN WEIGHTMAN, 1316 Que St., Sacramento, Calif., sells size 124 pix Union Trac. at Seabright, 20¢ each.

B. MOLNAR, 89-22 75th Ave., Glendale, N.Y., sells, trades slides of trolleys, subways, elecs., rrs., ferries, also various size pix, negs. (SAS)

STEVE PATTERSON, 1309 Magnolia Ave., Kingsport, Tenn., wants C&O, N&W switch keys.

ROBT. CUNNINGHAM, 29 Orchard Lane, Bethlehem, Wheeling, W. Va., wants any size pix B&O 2-8-8-4's, 2-10-2's; NKP, C&O 2-8-4's. Send loco nos. with prices.

JIM STARBUCK, 1725 Wilson (St.?), Chicago, Ill., wants map of Junction line, Queens, N.Y., and pix (what size?) 8000 ser. cars, color if possible.

D. J. MORRISON, 33 Rossmith Ave., Beaumaris S. 10, Victoria, Australia, swaps color slides and b&w pix (what size?) Australian rr. equip. and scenes.

JOHN GODSMARK, 1409 Plaza Ave., New Hyde Park, N.Y., will sell several new 20-ohm Bunnell teleg. sounders.

MARCUS WIELAND, Hildegard Str. 8., Liebefeld, Bern, Switzerland, trades Swiss rr. b&w pix and slides (what size?).

JACK GARCIA, 1227 N. Formosa Ave., Los Angeles, Calif., sells rr. and traction equip. (Jack, do you mean pix or the equip. itself?). Also LAMTA Green Blimp pix in color (what size?). List 5¢.

MIKE HARRIGAN, 15327 Dolphin St., Detroit, Mich., will buy '60 Official Guide, any month.

MIKE KESSLER, 5916 Adenmoor St., Lakewood, Calif., trades data on geared locos. Sells 18x36 copy of Climax 650 pts. drawing.

CARL JOHNSON, 2256 W. Wilson Rd., Clio, Mich., wants Alco catalog showing saddle-tank engines made at Cooke Works, '20-'25.

LU CUMMINGS, JR., 129 Nevin St., Lancaster, Pa., sells p.c., 620, 4x5, larger pix trolleys, rrs. (SAS)

HARRY KELSO, Box 42, Pittsburg, Kan., buys, sells, and swaps old rr. lanterns, switch keys, switch locks, early brass baggage checks, rr. books.; many old ones available.

A3c LEONARD TROMMEL, AF 12626220, CMR-4, Box 20002, Squadron 3394, Keesler AF Base, Miss., wants info. on Bonhomie & Hattiesburg Southern.

S. GRADIDGE, 32 Meadow Way, Rickmansworth, Herts, England, swaps size 616 steam loco pix, any road. Has pix US steam locos still working in Europe.

JOE MILNER, Jr., (age 29), 379 Central Ave., London, Ont., Canada, wants Calif. pen pal interested in steam movies, slides, tape recorders. Will swap 16mm Kodachrome top footage of CNR, CPR steam for that of N&W Y6 or Class J.

DR. CASE KOWAL, 2743 W. 55th St., Chicago, Ill., will sell bound vols. 1938-'50 Model RRer. (SAS)

ROSS CRAIN, 102 N. Washington St., Hope, Ark., due to illness and age, will sell his huge collection of pix and railroadiana to top bidders, no trades. Steam Brakes '85, RR. Journal '87, very old passes, tts., rulebooks, loco bldr. photos, many other items. List too long to run here; state your wants.

Model Trading Post

AL CHVOSTA, JR., R2, Box 165, Hartland, Wis., sells Lionel, AF equip., back issues Railroad Magazine, MRR, and rr. books.

HOWARD CLINE, JR., Box 321, Saratoga Springs, N. Y., will buy operable n.g. steam loco for amusement-park railroad.

C. K. GIVEN, 2557 S. Parkview Dr., Norristown, Pa., sells, trades HO gage trolleys, interurbans, excel. cond. (SAS)

W. A. GRIMM, 204 Gregory Ave., West Orange, N. J., will sell Buddy L track, new cond.

ELBERT HANAUER, 92-16 195th Pl., Hollis, N.Y., will sell curved and special secs. AF, Bing, Ives, Li. O gage tinplate track. (SAS)

ZENO HANSEN, 1626 Sherwin, Chicago, Ill., will buy Marklin RSM-800 elec. loco; 3023 blue elec. loco, excel. cond.

CHET KASS, 1326 N. 7 St., Wauwatosa, Wisc., will sell live-steam stationery engine, all valves, gages, blowoffs, whistle, burner, 60 psi boiler, excel. cond., or trade for HO gage Mallet.

L. D. MOORE, JR., 2102 Parker Ave., Portsmouth, Va., will trade negs. dating to 1937 for a wide-gage Boucher loco, cars, elec. or steam, or will buy same.

EDW. MURPHY, 32 Rosedale Rd., Hamden, Conn. (age 14), wants teen-age pen pal in England, interested in locos and model railroading.

P. H. ROUTLEDGE, R.R. 1, Mission City, B. C., Canada, will sell 10 5/16" gage loco, 3 cars, 1000' track, all for $8000.

JOHN SCHROEDER, 2255 Roosevelt (Ave., St. Blvd., Pl., or what?), Dubuque, Iowa, will buy or trade for Marklin HO gage equip., locos.

DAVE SCHUMACHER, 418 Virginia, San Mateo, Calif., wants info, on how to get decals for model rrs.

SHERMAN SHOOK, 160 Andover, Wilkes Barre, Pa., will trade mint and used foreign stamps for S or HO gage trains.

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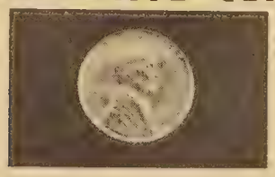

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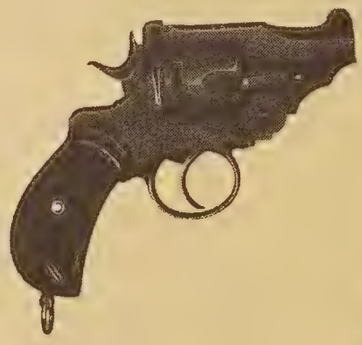

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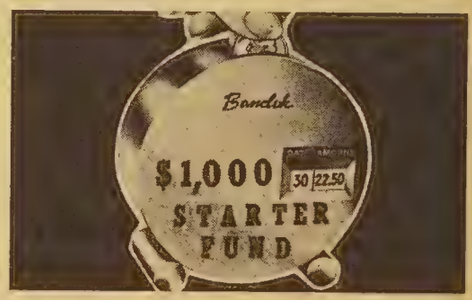

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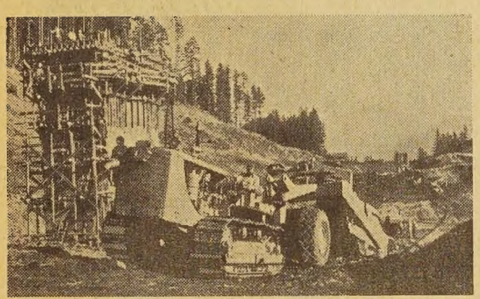

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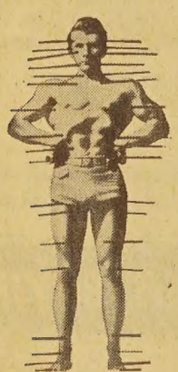

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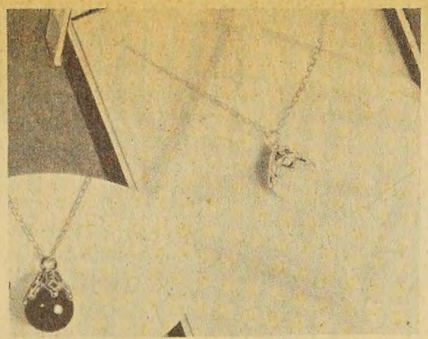

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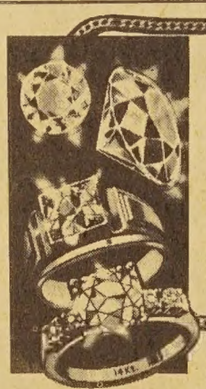

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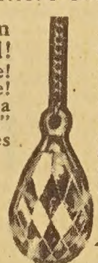

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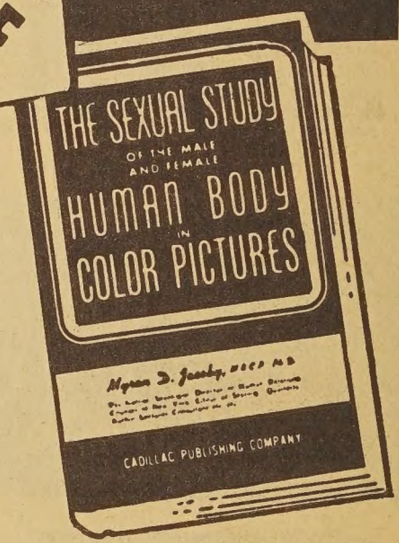

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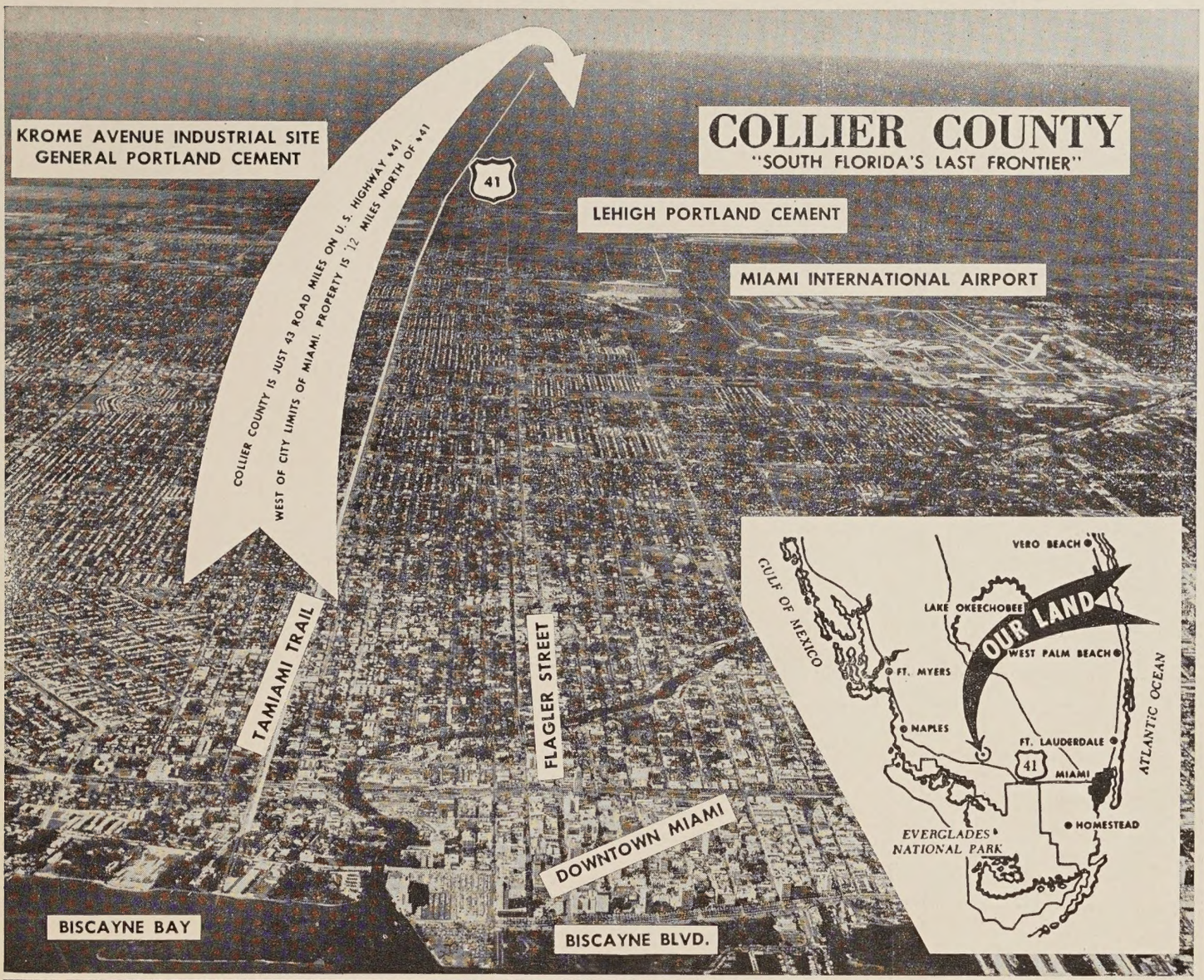

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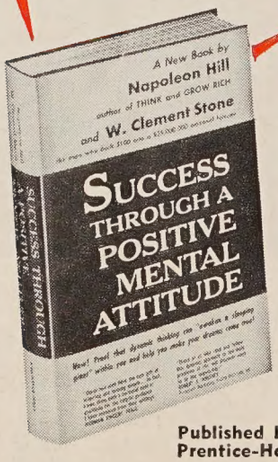

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